

# The Hongkong Telegraph.

WEATHER FORECAST.  
FAIR.

(ESTABLISHED 1851.)  
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December 19th, 1910, Temperature a.m. 55, 4 p.m. 50; Humidity...58, 53.

No. 5074

號一初月壹拾年三義宣

WEDNESDAY, DECEMBER 20 1911.

三拜禮

號十二月貳拾英港香

836 van Anson  
SINGAPORE CORR 10 CHINESE

## TELEGRAMS.

### THE REBELLION.

#### FOREIGN COUNSEL.

[Service to the "Telegraph."]  
Durban, Dec. 19, 11.25 p.m.

The legations at Peking, on the authority of their respective Governments, have sent a message to the peace conference at Shanghai, through the consuls, urging the importance of a friendly settlement in the interests both of China and of the foreigners within her borders.—Reuter.

#### NEWS FROM PEKING.

Peking, Dec. 19.

The Manchurian and the banner troops are demanding from Yuan Shih-kai extra allowances. They became greatly dissatisfied on hearing from Yuan that, owing to the state of the finances, their demands could not be complied with.—"Sheung Po."

#### NEWS FROM SHANGHAI.

Shanghai, Dec. 19.

Yesterday H.E. Tang Shao-yi and Dr. Wu Ting-fang exchanged and examined credentials at the Town Hall. They decided to suspend hostilities before the opening of negotiations which will take place to-morrow. The peace articles have not been made public. H.E. Tang Shao-yi subsequently telegraphed to H.E. Yuan Shih-kai for the temporary suspension of hostilities.—"Sheung Po."

The combined forces at Nanking have elected Li Tin-choy and Hung Sing-tin as commanders of the rival and military forces respectively for the relief of the revolutionaries at Hupoh.

The foreign ministers at Peking have protested to the Ministry of Foreign Affairs against the appointment of General Fung Kwok-cheung to the command of the Imperial Body guards. The Ministers asked that the edict of appointment should be cancelled.

General Chang Wai-oh, in command of the Olukhi forces, is enlisting men for ten regiments for the modern army in Tientsin.—"Sheung Po."

## TELEGRAMS.

### THE REBELLION.

#### TUAN FANG MURDERED.

Via Bombay, Dec. 19, 2.5 p.m.  
Reuter's correspondent at Peking

states that Tuan Fang the ex-Director General of the Hukuang Railway, has been murdered by his troops at Thechow. A message from Shanghai states that Tang Shao Yi, representing the Imperialists, and Wu Ting Fang, representing the Republicans, have opened a conference with a view to concluding in a peaceful manner the present strife.—(Reuter.)

#### NORTH BORNEO.

SIR W. RIDGEWAY'S TOUR.

[Service to the "Telegraph."]

Via Bombay, Dec. 19, 2.5 p.m.

Sir West Ridgeway leaves to-morrow to join the Macedonias at Maracilles. He will visit Singapore and Hongkong to confer with the Governors regarding the interests which the Straits and Hongkong have in common with North Borneo. He will tour the whole country administered by the North Borneo Company, and will investigate into the conditions with a view to further development. He returns to England at the end of April.—(Reuter.)

#### TURKEY AND EGYPT.

#### SOLDIERS FOR SOLLUM.

[Service to the "Telegraph."]

Via Bombay, Dec. 19, 2.5 p.m.

The Egyptian Government has sent a company of soldiers to occupy the Sollum district of Barca, which Turkey has temporarily ceded to Egypt till the end of the war.—(Reuter.)

#### RUSSIA AND PERSIA.

#### ADVANCE IMMINENT.

[Service to the "Telegraph."]

Via Bombay, Dec. 19, 2.5 p.m.

Reuter's correspondent at Teheran states that the Mejlis has rejected the Cabinet's proposed solution to the Russian crisis. It is reported that the Russians will advance on the 21st inst.—(Reuter.)

## TELEGRAMS.

### DUNDEE STRIKE.

#### SERIOUS RIOTING.

[Service to the "Telegraph."]  
Durban, Dec. 19, 11.30 p.m.

Serious rioting has taken place in Dundee, where a strike of carters and dockers has taken place, as the result of the strikers throwing a lorry into the river.

The police were forced to charge the crowds. Contingents of police from Glasgow and Edinburgh have arrived to reinforce the local police, and three hundred soldiers have been ordered to proceed to assist the police.

The mill-girls have joined the strikers owing to the closing of seven mills from lack of transport.

The strikers are reckless and there have been hand to hand fights owing to workers, going to the cattle market, being escorted by the police.—Reuter.

#### BOXING.

#### WELLS' WINS.

[Service to the "Telegraph."]

Via Bombay, Dec. 19, 2.5 p.m.

At the National Sporting Club Wells knocked out the South African champion, Storbeck, in the eleventh round.—(Reuter.)

#### CRUISER AND LINER.

#### Test with Wax Models in a Model Sea.

Touching a telegram in to-day's issue, which gives the judgment in the Olympic-Hawke cross actions and refers to certain tests, the following from a recent "Daily Mail" describes the tests and is of especial interest:—

A miniature White Star liner Olympic and a model cruiser Hawke manoeuvred in a make-believe Solent at the National Physical Laboratory, Teddington, on Saturday, before Sir Samuel Evans, the judge, and two Elder Brethren of Trinity House, who are hearing the action for damages arising out of the collision between the world's largest liner and the cruiser on September 20 last.

This visit to watch experiments at the laboratory was arranged in the Admiralty Court on Friday. A theory put forward by the Admiralty to account for the collision is that the giant Olympic may have sucked the much smaller Hawke towards her, and laboratory trials have been carried out to test this suggestion. In order that the President of the court, the Elder Brethren, counsel, and expert witnesses might see the test, the miniature Hawke was made to sink in wax completely even to her keel and rudder.

## TELEGRAMS.

### OLYMPIC COLLISION.

#### COURT'S FINDING.

[Service to the "Telegraph."]  
Bombay, Dec. 19, 11.55 p.m.

The Admiralty Court, Sir Samuel Evans presiding, has given judgment in the cross actions arising out of the collision between the cruiser Hawke and the Olympic.

The Court attributed the collision to the Olympic coming too close to the Hawke and found that this was solely due to faulty navigation on the part of the Olympic's pilot, who took too wide a sweep when rounding West Bramble buoy.

#### FORCE OF SUCTION.

The Court considered that the Olympic's speed was greater than the witnesses had stated and found also, after tests which were carried out on an accepted theory, that suction pulled the Hawke into the Olympic.

#### THE JUDGMENT.

The Court consequently gave judgment with costs for the Commander of the Hawke and judgment for the Olympic on the defence that her pilotage was compulsory, without costs for the

## TELEGRAMS.

### SPY MANIA.

#### MORE ARRESTS.

[Service to the "Telegraph."]  
Bombay, Dec. 20, 7.35 a.m.

Reuter's correspondent at Berlin states that several policemen and naval men have been arrested at Wilhelmshaven. They are suspected of being guilty of espionage.—Reuter.

#### RUSSIA AND AMERICA.

#### TAFT'S ACTION.

[Service to the "Telegraph."]

Via Durban, Dec. 19, 8.55 a.m.

President Taft read his message to the Senate informing them of the notification to Russia of the 18th inst. It says that the Ambassador in St. Petersburg has been instructed to emphasize that great value is attached by the Government of the United States to the strengthening cordially of the historic relations between the two countries. Senator Lodge has presented a resolution approving of President Taft's action. Consideration of the matter was adjourned.—(Reuter.)

## TELEGRAMS.

### TEST CRICKET.

#### WARNER IMPROVING.

[Service to the "Telegraph."]  
Durban, Dec. 19, 6.25 p.m.

Reuter's correspondent at Sydney says that Mr. P. F. Warner is now progressing steadily, and there is a faint hope that he may play in the fifth test match.—Reuter.

[This, if from an English point of view, not the best of news—for the loss of the M.C.C.'s captain is a serious handicap to the team—happily seems to dispel of the earlier alarming statement that Mr. Warner might never play again.]

#### ENGLAND'S TASK.

Via Durban, Dec. 19, 12.35 p.m.

The weather was hot and a high wind was blowing when the match was resumed. There was a fair attendance, and the wicket was good. Australia made 206, Kelleway scoring 70 and Hill 65. Douglas took four wickets for 50 runs, and Foster five for 62. The M.C.C. were 65 for one wicket down.—(Reuter.)

#### AUSTRIA'S EMPEROR.

#### SERIOUSLY ILL.

[Service to the "Telegraph."]

Bombay, Dec. 20, 7.35 a.m.

The Emperor, Franz Joseph, is suffering from a severe attack of catarrh and great weariness.—Reuter.

#### ARMY AVIATION.

#### AUSTRALIA'S PROGRESS.

[Service to the "Telegraph."]

Via Durban, Dec. 19, 8.55 a.m.

Reuter's correspondent at Melbourne states that the Commonwealth is establishing an army aviation school. Minister Thomas announced that the Government's policy of developing the Northern Territory includes the extension of railways, encouragement of horse-breeding, the establishment of freezing works, and the inauguration of a vigorous immigration policy from Europe.—(Reuter.)

## TELEGRAMS.

### WRECKED LINER.

#### GRADUALLY RISING.

[Service to the "Telegraph."]  
Durban, Dec. 19, 11.25 p.m.

Forty cases of gold have been landed from the Delhi. The bottom of the vessel is bulging upward and she is straining amidships. She is gradually filling and the crew has been landed.

#### OBITUARY.

#### MR. JOHN BIGELOW.

[Service to the "Telegraph."]

Durban, Dec. 19, 11 p.m.

The death is announced, at New York, of Mr. John Bigelow, joint-proprietor of the "New York Evening Post."—Reuter.

#### BRILLIANT WEDDING.

#### ROYALTY PRESENT.

[Service to the "Telegraph."]

Durban, Dec. 19, 11 p.m.

One of the most brilliant weddings of the season was that of Lourima, daughter of Lord Knollys, to Mr. Alan Mackenzie of the Grenadier Guards.

Princess Victoria was present. After the wedding the bride and bridegroom drove to Marlborough House to receive Queen Alexandra's congratulations.—Reuter.

#### A HONGKONG SOLICITOR.

#### Admitted at Shanghai.

In H.M. Supreme Court at Shanghai on Dec. 14th, the Crown Advocate moved that Mr. Leonardo D'Almeida Castro, Solicitor and Proctor of the Supreme Court of Hongkong be admitted to practice in that Court. Mr. Castro he said, was a solicitor in the Supreme Court of Hongkong. He was admitted there on October 26, 1908. Mr. Castro was a British subject, and had been in the service of the Hongkong Government since 1893, being clerk to successive Chief Justices of the Supreme Court in Hongkong. Like his father, before him, who was a British subject, he had a distinguished career in the service of the Colony. Mr. Justice Borne expressed pleasure in admitting Mr. D'Almeida to practice.



## Intimations

## WARM YOUR HOME

this coming winter with one of our  
**NEW "PERFECTION" BLUE**

## FLAME OIL HEATERS.

ELEGANT,

ODORLESS and

ECONOMICAL.

Prices from \$5.50.

Samples on view at our Offices.

STANDARD OIL CO. OF NEW YORK,

Hotel Mansions.

Hongkong, 25th October, 1911.

[1452]

For Sight Seeing in an Up-to-date

## MOTOR,

RING UP 1033.

THE EXILE MOTOR GARAGE.

Hongkong, 15th April, 1911.

[1058]

## CIGARETTES

BOUTON ROUGE

\$4.20 per 100

## FELUCCA

\$2.80 per 100

ENJOY THE LARGEST  
SALE IN EGYPT.

## WEISMANN, LIMITED.

BAKERS

CONFECTIONERS

CATERERS

RESTAURANTEURS

14, Des Vœux Road Central.

Hongkong, 20th April, 1911.

NOW READY!!!

OUR NEW O. B. BREW, manufactured exclusively from the finest  
Bohemian Hops and German Malt by an Expert German Brewer. May be  
had from dealers or from the undersigned.

O.



B.

Ask for the NEW O. B. BREW.

ORIENTAL BREWERY, LTD., Hongkong.

THE LEEDS FORGE  
CO., LTD., LEEDS.Specialists in the Manufacture of RAILWAY ROLLING STOCK  
of every description.Pioneers in the Design and Manufacture of  
PRESSED STEEL UNDERFRAMES and BOGIES and ALL  
STEEL RAILWAY WAGONS.The Undersigned have been appointed Sole Agents in  
Hongkong and China.THE AIKOO DOCKYARD & ENGINEERING CO.,  
OF HONGKONG, LTD.

BUTTERFIELD &amp; SWIRE

Hongkong, 23rd September, 1911.

[014]

## Intimations



AN PRODUCTION RECORDS BROKEN FACTORY  
WORKING DAY AND NIGHT CONTRACTS LET  
OR EXTENSION OF PLANT. Such is the

tangible evidence of the unparalleled demand for  
Visible Models 10 and

11 of the Remington

Typewriter.

SIEMSEN &amp; CO.,

HONGKONG AND CANTON,

General Agents for the Remington Typewriter Co

REALLY GOOD  
SPECTACLES

Are such a comfort to tired or strained eyes  
that their value cannot be over-estimated. If  
your eyes need glasses they should have the  
best you can get.

## THAT MEANS

- 1.—Careful and expert examination;
- 2.—Precision in the making;
- 3.—The best of materials;
- 4.—A justness to a nicety.

All of the above we offer you. We invite  
comparison with the equipment of any  
optical establishment anywhere. Torics,  
amber and other tinted lenses, mounted  
in gold, gold-filled, or other metals at lower  
cost. Our prices are reasonable. Our  
materials and workmanship are guaranteed.



## CHAMPAGNES

## FOR CHRISTMAS

POMMERY AND GRENO

BOLLINGER

GIESLER

DUC DE MONTEBELLO

IRROY

LANSON

PAUL DOMMIER

LOUIS RENAU

Sole Agents,

CALDBECK

MAGGREGOR &amp; CO.

Hongkong, 13th December, 1911.

[1052]

## S.O.A.E.O.

FAR EAST OXYGEN AND ACETYLENE CO., LTD.

AUTOGENOUS WELDING!

repair of boilers and hulls, welding of cracks.

Renewing of corroded plates by addition of metal.

Welding of broken pieces of any kind of metal.

OFFICE: St. George's Building, 3rd Floor, Telephone 1033. [1108]



## PURE-ALUMINIUM

## COOKING-UTENSILS.

THE MOST HYGIENIC

NO RUST, NO CHIPPING OF ENAMEL

VERY DURABLE

SAVE TIME AND FUEL

BRIGHT AND CLEAN.

VERY MODERATE PRICES. INSPECTION INVITED.

F. BLACKHEAD &amp; CO.

[981]



WYNDHAM STREET (Floor 8) ESTABLISHED 1902 [1179]

## Intimations

POWELL'S  
FURNISHING  
DEPARTMENT.

Upholstery

EVERY DESCRIPTION

RE-COVERING  
and REPAIRS.LARGE STOCKS OF  
Tapestries,

Velvets,

Leathers, and

Leathercloths.

REASONABLE PRICES.

PHONE 348.

William Powell,  
Limited

Hongkong, 20th Oct., 1911. [1018]

KOWLOON-CANTON  
RAILWAY.

(British Section.)

NOTICE.

THE BRANCH LINE between  
Fanning and Shek Chung Au  
(Police Station) will be opened for  
traffic on THURSDAY, 21st instant.  
The Line is divided into four sections  
and the fare will be five cents each  
section. The sections are as follows:—  
Fanning to

Kung Ling..... 5 Cents.  
Wo Hang..... 10 ..  
Shek Chung Au..... 15 ..  
Sha Tau Kok..... 20 ..  
The Section between Shek Chung  
Au and Sha Tau Kok will not be open-  
ed for traffic until the beginning of  
January, 1912.

Tickets will be issued on board the

train.

Trains will be run on the Branch

Line in connection with Main Line

Trains stopping at Fanning.

For further information regarding

freight, &amp;c., apply to Traffic Superin-

tendent, Kowloon.

By Order,

H. P. WINSLOW,

Manager.

Kowloon, 19th Dec., 1911. [1549]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG

AND SINGAPORE.

The Steamship

"LIGHTNING,"

having arrived from the above ports,

consignees of cargo are hereby informed

that their goods will be delivered from

alongside.

Cargo impeding the discharge of the

vessel will be landed at once, at con-

signees' risk and expense.

Cargo remaining on board after 2 p.m.

of the 22nd instant, will be landed at

consignees' risk and expense.

Consignees of Cargo from SINGA-

PORE and PENANG are requested

to take IMMEDIATE delivery of their

goods from alongside, such cargo im-

peding the discharge of the Vessel will

be landed and stored at consignees' risk

and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned

by the undersigned.

DAVID SABSON &amp; CO., LD.

Agents.

Hongkong, 19th Dec., 1911. [1550]

A. P. JEANNOU, 15, Queen's Road Central

Just arrived a Large Stock from Italy,

MACARONI, VERMICELLI and SPAGHETTI,

in Packets of 1 lb. and in Boxes of 45 lbs. [1220]

## THOS. COOK &amp; SON,

Tourist, Steamship and Forwarding Agents,

Bankers, &amp;c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG

SHANGHAI: 2-3, Fochow Road. YOKOHAMA: 32, Water Street.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP

LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED.

CASHED.

FOREIGN MONIES exchanged.

32, Queen's Road, LUNGATE MARKET, LONDON, E.C.

## Auctions

## PUBLIC AUCTION.

The Undersigned has received in-  
structions from Messrs. PERCY  
SMITH, SETH and FLEMING, the  
Liquidators of Messrs. GEO. PEN-  
WICK & CO., LTD. in Liquidation  
to sell by PUBLIC AUCTION

on

THURSDAY and FRIDAY,  
the 28th and 29th December each day,  
commencing at 10.30 a.m., at the  
Works, No. 18, PRAYA EAST,  
WANCHAI.

A NUMBER OF ENGINEERS'  
and BOILERMAKERS' MA-  
CHINETOOLS, including LATHES,  
SLOTTING and DRILLING MA-  
CHINES, BOILER SHELL DRIL-  
LING MACHINES, PUNCHING &  
SHAVING MACHINES, SCREW-  
ING MACHINE, ROUTER, BLOWER,  
PLATE BENDING and PLATE  
FLATTENING ROLLS, STEAM  
ENGINES and BOILERS and a  
Quantity of LINE SAVING and  
PULLEYS, ONE NEW MODERN  
TYPE PLANING MACHINE and  
a quantity of MACHINE and HAND  
TOOLS and GENERAL ENGI-  
NEERS' Sundries.

FOUNDRY CRANE &amp; LADLES.

Also

A Large Stock of Materials, compris-  
ing STEEL, IRON and COPPER IN  
BARS, TUBES and SHEETS, TOOL  
STEEL, PIPE FITTINGS, BRASS  
and GUN-METAL STEAM and  
WATER FITTINGS, BOLTS and  
NUTS, RIVETS, &c., &c.

Also

TWO STEAM LAUNCHES and  
TWO SETS of SHEER LEGS, 25  
and 50 Tons Capacity.

Terms: Cash on delivery.

On View from MONDAY, 18th

December.

GEO. P. LAMBERT,

Auctioneer.

Hongkong, 14th Dec., 1911. [1512]

## PARTICULARS and CONDI-

TIONS of the letting by Public

Auction Sale, to be held on WED-

NESDAY, the 27th day of December,

1911, at 3 p.m., at the Offices of the

Public Works Department, by Order

of His Excellency the Governor, of

One Lot of CROWN LAND at Tai

Ping Shan in the Colony of Hongkong,

for a term of 75 years, with the option of

renewal at a Crown Rent to be fixed

by the Surveyor of His Majesty the

King, for one further term of 75 years.

## PARTICULARS OF THE LOT.

| No. of Sale. | Locality.      | Boundary Measurement. |          |           |          | Contents in Acres, Roods and Perches. | Annual Rent. | Upper Price. |
|--------------|----------------|-----------------------|----------|-----------|----------|---------------------------------------|--------------|--------------|
|              |                | sq. ft.               | sq. yds. | sq. rods. | sq. fms. |                                       |              |              |
| 1547         | Tai Ping Shan. | 75                    | 75       | 167       | 167      | 12.58                                 | 202          | 21,452       |

Hongkong, 16th Dec., 1911. [1547]

## AERTEX

## CELLULAR.

REGAL

SHOES

J. T. SHAW,

TAILOR

and

OUTFITTER,

21, Hongkong Hotel Buildings,

Queen's Road. [125]

## OUR

## CONTEMPORARIES

## WHAT THEY THINK.

## China Mail.

## A Change of Tactics.

It is the rank and file of the old  
fashioned Liberal party which are  
most affected by the change. At  
present they are holding together  
with British tenacity, but the more  
farseeing among them know that  
sooner or later a decision will  
have to be made and that they  
must take their places in the  
fighting line on one side or the  
other; stand for the old order of  
things or the new. This is the  
only explanation of the secession  
of the few influential Liberals  
from the ranks of that party which  
was so marked a feature in the  
recent conservative successes at  
Oldham and South Somerset. We  
have, we can have, no quarrel  
with those who hold their  
opinions with firmness, but only  
dissenting to put in a plea for mo-  
deration in action when it tends  
to foster unscrupulousness, as is  
too often the case, and as recent  
events show has become a  
peculiarity of modern politics. It  
is notorious that the determina-  
tion of the Nationalists to secure  
Home Rule was so great that they  
readily voted for the Budget,  
which was utterly distasteful to  
them and their constituents; at  
this moment the Labour Party  
are voting regularly for the  
Kaleidoscope Insurance Bill  
which they dislike in the hope of  
gaining their ends as regards  
Trades Unions. Even members of  
the House of Lords were tinged  
with the same pigment when they  
refused to throw out the Parlia-  
ment Bill in the hope of making a  
better fight against Home Rule.

## Daily Press.

The Question of Partition.  
All that this limitation of the  
support which Great Britain and  
Japan have resolved to give to  
the Revolutionary demands can  
mean, therefore, is that the ques-  
tion as to whether the future  
government of China shall be  
Republican or monarchical is one  
for the Chinese to settle between  
themselves. The only concern of  
the Foreign Powers is that the  
Central Government shall be one  
which will possess the influence  
and authority to preserve peace  
and ensure protection for the  
important rights and interests  
which the Foreign Powers now  
have in China. They are, more-  
over, deeply concerned in the  
maintenance of the territorial in-  
tegrity of China, which is grave-  
ly menaced by at least one  
suggestion which has been ad-  
vanced in Revolutionary quarters  
as a basis of settlement, for all  
the Foreign Powers in China are  
pledged by agreements among  
themselves to the policy of main-  
taining undiminished the terri-  
torial integrity of China. This  
is a factor in the situation which  
will doubtless have an important  
bearing upon the nature of the  
settlement, for if the Chinese and  
Manchus themselves partition the  
country the question will arise as  
to whether those agreements are  
any longer binding upon the  
signatories.

## South China Morning Post.

## Juries Aggrieved.

The position when several  
members of one staff are called  
upon to absent themselves from  
their posts simultaneously almost  
constitutes a form of official im-  
position. Yet from his Lordship's  
remarks it appears there is no  
remedy to hand. There is, he  
states, an arrangement in the  
Registry by which every effort is  
made to limit the number of  
jurors taken from a firm at once,  
but that arrangement is quite  
illegal. All we can say is that the  
sooner it is made legal the better.  
The jury continued Sir Francis  
Piggott, is drawn by ballot in  
the most blindfold way possible.  
That may meet the requirements  
of a scholarly conception of  
equality, but it does not meet the  
needs of the common sense.



## PERILS OF THE SEA.

## Glenfalloch's Adventurous Voyage.

No detailed account of the adventurous trip of the s.s. Glenfalloch, which arrived here on Dec. 17 in tow of the Hop Sang has yet been published. We have been fortunate enough to obtain from Captain Townsend, who is in command of the Glenfalloch, his account of the voyage, which we give in his own words as follows:—

## Captain Townsend's Story.

The s.s. Glenfalloch, of the Hong Kong Line, F. C. Townsend, master, left Singapore for Hongkong with 900 people on board on Nov. 16, 1911. On the 18th she experienced strong N.E. monsoon with high corresponding sea. Nov. 21, whilst riding heavily, I noticed that some of the blades of our propeller were breaking, or had broken off. The Glenfalloch was eased down to 5 knots per hour. Nov. 22 at 9 p.m. we lost all the blades, although at the time the wind and sea were less than previously. We were then in Lat. 17° 27' N., Long. 113° 27' E., or about 60 miles N.E. of the dangerous group of the Laccadives. We rigged up our cargo hoists and spars on our foremast and used our awnings and tarpaulins, but sails and all the canvas available, and kept steering way on the steamer, making us far on a Northerly course as it was possible. Fortunately the wind kept E.N.E. strong and sea moderate. On the 26th at 1 p.m. we succeeded in anchoring the steamer safely in Gualong Bay, the S.E. end of Hainan Island, having sailed 220 miles without seeing anything.

## By Sea, Land and River.

On Sunday, Nov. 26, I went on shore in Gualong Bay to see what water and assistance could be obtained. Found the few Chinese we met evidently of French extraction, and as they ran away from us we concluded that they seldom saw white people; indeed many of the older inhabitants of Gualong village some miles inland had never seen a white man. There was an abundance of fine cattle, but the people all seemed to live in great poverty and filth. We gathered through a poor interpreter we had with us that we must go to a place called Dondem (which we afterwards found out was Yulin Kan Bay). Not being able to do anything that night, we started out at daylight on Nov. 27 and passed several small and very poor villages all engaged in agriculture; we arrived at a small one on the bay, from where we saw a revenue vessel at 1 p.m., having walked over very bad roads about 15 miles. We hired a sampan to take us across to Sanna, where they told us we could get provisions. In passing a revenue boat painted white, I got a surprise to see a white man, who, when I hailed him, was even more surprised. He turned out to be Mr. Morgan, the revenue officer, and on interviewing him he said he had not seen a white man for a year. With me he walked to Sanna, a prosperous looking fishing village, all with Republican designed flags flying. After I had interviewed the head policeman (who was most kind) we through him got a fishing vessel chartered to take me to Panya or Pakngo, the entrance of a river to Kachek, as they thought that was the quickest way to proceed. I left Sanna in the fishing vessel that night at 5 o'clock. Mr. Morgan and the head policeman seeing us off.

On Nov. 28 at 8 a.m. I again got to the steamer, and only remained just long enough to take a few necessary articles with me. That night we got boisterous weather, and were all drenched in the small cabin, but I would not hear of the Captain of the vessel anchoring.

At noon on the 29th we were only a few miles North of Loong-Sai Bay, and were battling in strong N.E. wind and nasty sea all through the day and night. At noon on the 30th we were nearly becalmed off Tinian Island, but a heavy swell rolled us around uncomfortably, and at 1.30 the wind came out

from N.E. and freshened to half a gale with high sea. At midnight we were compelled to lay to for daylight, as the sea was breaking very heavily close to shore and over sunken rocks. On Dec. 1 we made the attempt to cross a bar at the entrance to Pakngo and arrived in the river in a half drowned condition at 8.30 a.m. I at once got a canoe to take us to Kachek, and after wringing out our wet things and eating a little rice and fish started off getting to Kachek (after passing some fine country) at 3.30 p.m. It is a small, dirty village, full of Chinese coffin makers and pig raisers. I arranged that night to get chairs and after much haggling on account of my weight and colour managed to get them. This Kachek is insufferably dirty, and I put in a bad night. Afterwards I learned there were white missionaries at this place, and if so it needs them, but I don't know how they exist. On December 2, after lots of difficulties, we got the coolies started at 6 a.m. and I, we had not walked the best part of the way we should have had to stop at every small village (and they are legion) whilst we were besieged by people just to know all about the white man, while those coolies of ours took the usual opium pipe. However we got to "the deck" soon after 4 p.m. all dead beat, and were glad to eat half cooked pork and fowls, and lay down in a filthy barn to wait till morning. On Dec. 3 at daylight we got away again, walking, and chairing all day I should judge about 25 miles. We met plenty of Republican soldiers on our journey, and this day passed through a small village, where I am sure the people were of Malay extraction. On the 26th at 1 p.m. we succeeded in anchoring the steamer safely in Gualong Bay, the S.E. end of Hainan Island, having sailed 220 miles without seeing anything.

On Sunday, Nov. 26, I went on shore in Gualong Bay to see what water and assistance could be obtained. Found the few Chinese we met evidently of French extraction, and as they ran away from us we concluded that they seldom saw white people; indeed many of the older inhabitants of Gualong village some miles inland had never seen a white man. There was an abundance of fine cattle, but the people all seemed to live in great poverty and filth. We gathered through a poor interpreter we had with us that we must go to a place called Dondem (which we afterwards found out was Yulin Kan Bay). Not being able to do anything that night, we started out at daylight on Nov. 27 and passed several small and very poor villages all engaged in agriculture; we arrived at a small one on the bay, from where we saw a revenue vessel at 1 p.m., having walked over very bad roads about 15 miles. We hired a sampan to take us across to Sanna, where they told us we could get provisions. In passing a revenue boat painted white, I got a surprise to see a white man, who, when I hailed him, was even more surprised. He turned out to be Mr. Morgan, the revenue officer, and on interviewing him he said he had not seen a white man for a year. With me he walked to Sanna, a prosperous looking fishing village, all with Republican designed flags flying. After I had interviewed the head policeman (who was most kind) we through him got a fishing vessel chartered to take me to Panya or Pakngo, the entrance of a river to Kachek, as they thought that was the quickest way to proceed. I left Sanna in the fishing vessel that night at 5 o'clock. Mr. Morgan and the head policeman seeing us off.

On Nov. 28 at 8 a.m. I again got to the steamer, and only remained just long enough to take a few necessary articles with me. That night we got boisterous weather, and were all drenched in the small cabin, but I would not hear of the Captain of the vessel anchoring.



—“And you must take Sanatogen regularly for several weeks”

This urgent advice is given by physicians every day, in every civilized country, to sufferers from Nervous Debility, Brain-fag, Lack of Vitality, Sleeplessness, Disordered Digestion, Poverty of Blood and various Wasting Diseases.

Physicians know that Sanatogen is a true scientific compound of organic phosphorus and pure concentrated proteid, forming a new substance which is eagerly and completely absorbed by the tissues and possesses unique tonic and reconstructive qualities.

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Physicians can speak from experience of the great recuperative effects which Sanatogen has upon the brain, nerves, blood and muscles. They have watched its revivifying action upon people whose nervous strength has been depleted by over-work, worry or disease. They have noted how Sanatogen gives lasting benefit, how it regenerates the appetite and digestion, brings back the bloom to the cheek, replaces wakeful nights by sound refreshing sleep—in short, enables the human machinery to perform its functions so perfectly that the patient loses his depression of spirits, gains confidence and courage, and finds life again worth living.

## Fighting Malaria and Dysentery.

Apart from its value as a general tonic, Sanatogen is of the greatest service to the physician in fighting Malaria, Dysentery and other scourges of tropical climates.

On this subject, Dr. H. H. W. H., of Bahr-garah, United Provinces, writes:—“I have much pleasure in certifying to the value of Sanatogen in cases of Dysentery, Enteric Fever and other exhausting diseases. I have used it regularly in my practice for the past two years, and in no single instance have I been disappointed with its results. I can honestly affirm that many of my worst cases owe their recovery to Sanatogen.”

## Try Sanatogen To-day.

At the head offices of the manufacturers of Sanatogen there are filed more than fourteen thousand letters from practising physicians who certify to the value of Sanatogen. Truly a magnificent monument to the value of this unique tonic-food!

But no less impressive is the enthusiastic testimony of patients themselves. Thousands of well-known people in every walk of life have publicly testified to the wonderful benefits they have received from Sanatogen, and a few of their letters are reproduced here.

Begin to take Sanatogen to-day, and thus lay the foundation of new health and nerve force. You can get Sanatogen in Hong Kong from Messrs. A. S. Watson & Co.; The Sincere Co., Ltd., 215/21, Voynex Road; and of all Chemists.

## The Hon. Mr. Justice Robertson.

Judge of the Supreme Court, Lahore, Punjab, writes:—“My experience with Sanatogen has been very favourable. I took it for some months during the most trying season of the year, and found it a great strengthener.”

## Sir Charles A. Cameron, C.B., M.D., etc.

writes:—“Sanatogen is a substance of the highest nutritive value, containing as it does a large amount of organic phosphorus, in exactly the form in which it can be easily absorbed. It is an excellent nerve food.”

## Mr. Shirley Trevelyan.

Editor of “Capital,” 98, Clive Street, Calcutta, writes:—“I cannot speak too highly of Sanatogen. It not only kept me up during a sharp attack of fever, but afterwards restored me once more to full vigour. In fact, I was better and stronger after this course of Sanatogen than before the attack.”

## “The Medical Times”

says:—“There is no doubt whatever that the nutrition of patients taking ‘Sanatogen’ improves wonderfully, due, in all probability, to its being easy of assimilation and to the organic absorbable phosphorus which it contains.”

## Sir Gilbert Parker, M.P.

the popular Novelist, writes:—“20, Carlton House Terrace, S.W.—I have used Sanatogen with extraordinary benefit. It is to my mind a tonic food tonic, feeding the nerves, increasing the energy, and giving fresh vigour to the over-worked body and mind.”

## Prof. Dr. C. A. Ewald.

of Berlin University, writes:—“I have used Sanatogen in a number of cases, mainly of a nervous or neurotic origin, and have obtained excellent results.”

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Hongkong, 28th Dec. 1911

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013

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Hongkong, 1st Dec. 1911.

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ENLARGING.

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NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

“ARRATON APCAR,”

having arrived from the above ports,

consignees of cargo are hereby informed

that their goods will be delivered from

alongside.

Cargo impeding the discharge of the

vessel will be landed at once, at con-

signees' risk and expense.

Cargo remaining on board after 4

p.m. of the 13th instant, will be landed

at consignees' risk and expense.

Consignees of Cargo from SINGA-

PORE are requested to take IM-

MEDIATE delivery of their goods

from alongside, such cargo impeding

the discharge of the vessel will be

landed and stored at consignees' risk

and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned

by the undersigned.

DAVID SASSOON & CO., LD.,

Agents.

Hongkong, 16th Dec. 1911. 1816

## NOTICE.

CAPITAL for bona-fide Industrial

Schemes and Commissions, Man-

ual or Commercial Loans arranged.

Application to be treated strictly

confidential.

Address:—“FAST and WEST,”

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Hongkong, 15th Nov. 1911. 1498

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL

LINE.

NOTICE TO CONSIGNEES.

THE Steamship

“PRINZ LUDWIG,”

having arrived, Consignees of cargo are

hereby informed that their Goods, with

the exception of Opium, Treasure and

Valuables, are being landed and stored

at their risk into the hazardous and/or

extra hazardous Godowns of the

Hongkong and Kowloon Wharf and

Godown Company, Limited; Kowloon,

and West Point Godowns, whence

delivery may be obtained.

Optional Cargo will be forwarded on

unless intimation is received from the

Consignees before Noon TO-DAY,

requesting it to be landed here.

No claims will be admitted after the

Goods have left the Godowns, and all

goods remaining, undelivered after the

21st of December, will be subject to rent.

All broken, chafed, and damaged

Goods are to be left in the Godowns,

where they will be examined on the

21st of December, at 9.30 a.m.

All claims must reach us before the

25th of December, 1911, or they will

not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned

by the undersigned.

This steamer brings on cargo:

Ex ss. “Rhamania,” from Zanzibar

via Port Said.

“Skapomund” from Zanzibar

via Port Said.

NORDDEUTSCHER LLOYD,

MELBOURNE & CO.,

General Agents.

Hongkong, 14th Dec. 1911

## TO LET.

OFFICES in King's Building.

Apply to

THE HONGKONG LAND

INVESTMENT & AGENCY

COMPANY LIMITED.

Hongkong 14th Dec 1911. 1548

KUHN

AND

KOMOR.

Art Curio Dealers.

INSPECTION INVITED

A. KUHN,

Proprietor.

FROM NEW YORK.

THE H.A.L. Steamship

“ARAGONIA,”

Captain Meyer, having arrived, Con-

signees of Cargo are hereby informed

that their goods are being landed and

placed at their risk in the hazardous

and extra-hazardous Godowns of the

Hongkong and Kowloon Wharf &

Godown Company, Limited, whence

delivery may be obtained against Bills-

of-Lading countersigned by the Under-

signed.

Optional Cargo will be carried on

unless notice to the contrary be given

to-day.

All claims must be presented within

ten days of the steamer's arrival here,

after which date they cannot be re-

cognized.

No claims will be admitted after the

Goods have left the Godowns, and all

Goods remaining undelivered after the

24th inst., will be subject to rent.

All broken, chafed, and damaged

goods must be left in the Godowns,

where they will be examined on the

23rd inst., at 9.30 a.m.

No Fire Insurance will be effected by

us in any case whatever.

HAMBURG-AMERIKA LINE.

Hongkong Office,

14th Dec. 1911. 1548

1548

1548

1548

## Intimations

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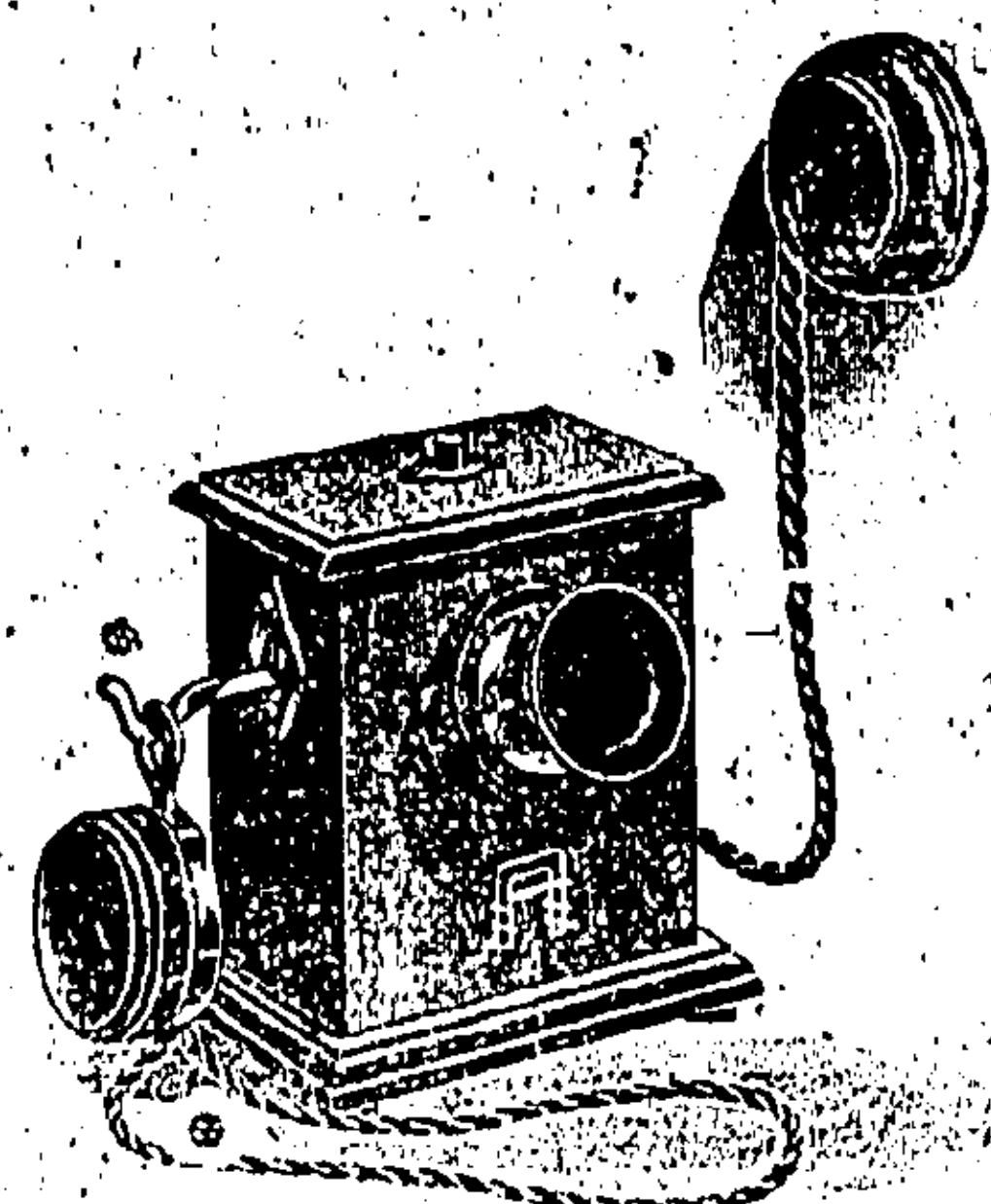
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(Effective from October 28, 1911.)

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamer Service by the S.S. “Kobe Maru” and “Saiko Maru” (each 2,377 tons and equipped with wireless telegraph) as follows:—

## NORTH BOUND.

| Art Class | Stations                 | Days   | Time      | Days  | Time | Days | Time |
|-----------|--------------------------|--------|-----------|-------|------|------|------|
| \$40.00   | Shanghai (Steamer) ..... | Thurs. |           | Sat.  |      |      |      |
|           | Dairen ( " ) .....       | Sat.   |           | Tues. |      |      |      |
| Y14.35    | (S.M.R. Train) .....     | Sun.   | 8.00 a.m. | Wed.  |      |      |      |
|           | Mukden ( " ) .....       |        | 3.50 p.m. |       |      |      |      |
| Y11.60    | ( " ) .....              |        | 4.05 "    |       |      |      |      |
|           | Changchun ( " ) .....    |        | 10.30 "   |       |      |      |      |
| R9.30     | (Russian Train) .....    |        | 11.50 "   |       |      |      |      |
|           | Harbin ( " ) .....       |        | 8.10 a.m. |       |      |      |      |

Connecting at Harbin with

## SOUTH BOUND.

| Art Class | Stations | Days | Time | Days | Time | Days | Time |
|-----------|----------|------|------|------|------|------|------|
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## WINE &amp; SPIRIT MERCHANTS.

## SHERRY.

We can confidently recommend the following as Xeres Wines of the Highest Class, Specially Selected, and Shipped direct. In Quality and Price they are unequalled.

|                          | Por dozen. | Por bottles |
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| A. Light Dry             | \$16.80    | \$1.45      |
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| D. Superior Pale Dry     | 24.30      | 2.05        |
| E. Finest Pale Dry Nutty | 29.80      | 2.55        |

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ALEXANDRA BUILDINGS.

Hongkong, 11th November, 1910.

[29]

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(PAYABLE IN ADVANCE.)

By Order,

"HONGKONG TELEGRAPH."

## BIRTH.

HICKS.—On the 20th inst., at 2, Ormby Villas, Kowloon, to Mr. and Mrs. FRED HICKS, a son.

## MARRIAGE.

At Saint John's Cathedral, Hongkong, on the 20th instant, by the Reverend Frederick Trench Johnson, M.A., WILLIAM LAUGHTON LEASK to A. E. MABEL BEATON, M.A., daughter of William L. Beaton, Esq., Perth, Scotland.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

## The Hongkong Telegraph.

HONGKONG, WEDNESDAY, DECEMBER 20, 1911.

## A BLOW TO BRITAIN.

The news that the final surveys of the trans-Persian railway are to be made directly the trouble between Russia and Persia has simmered down suggests that the threatened disturbance is not likely to realize. A later telegram in to-day's issue, however, points more strongly the other way, and it would be unwise to base too high hopes of peace upon the news concerning the proposed railway. That announcement recalls the excitement manifested, barely a year ago, when the fact came to light that Russia and Germany had concluded conversations as to the agreement by which the German railway to Bagdad was to be linked up with the Russian line across Persia, and that the agreement had been formally signed. It is difficult to see how this can be accomplished without materially affecting British interests. The Germans have secured the right to lead a railroad across Anatolia from the Bosphorus to Bagdad. That line has been taken as far as Adana, and it is expected that it will reach Bagdad some six years hence. The natural terminus of this line would be the head of the Persian Gulf, but to secure that end would be to destroy the trade by steamer between these two points which is mostly in British hands. That, of course, Britain could not allow. If Russia, however, constructs her proposed railway from Teheran to Kharzin on the Russo-Persian frontier and connects it, as arranged, with a branch line from Sadidje, a station on the German railway a little above Bagdad, a new outlet for German trade will be opened.

The crux of the whole matter lies in the understanding that Russia will begin the construction of a line from Balka to Teheran and will continue it across Persia to the Afghan frontier. If this is not her purpose it is difficult to see what purpose she can have in constructing such a line at all. But briefly and plainly, there is an imminent possibility of an overland route being constructed from Europe to the frontier of India through territory not under British control. A long-cherished Russian design appears to be within measurable distance of realization, and the outlook, from a British point of view, is distinctly disquieting. Under the Anglo-Russian agreement of 1907 Britain's sphere of influence is confined to the south-east of Persia so that, on the ground of interest in the territory through which the line will pass, she has no valid ground for protest.

It need not be supposed, however, that the outlook for Britain is altogether dark. What purpose lay behind her signature to the convention of 1907 has never wholly been made public, but our diplomats, we may be sure, had a purpose, and since they could hardly have avoided anticipating the scheme now framed and signed, we may take it that they had a counter scheme in mind. What more likely than a railway through Southern Persia to India, skirting the Persian Gulf and the Indian Ocean, extending present British interests, tapping a vast, undeveloped region? The scheme has been mooted once or twice, and it sounds eminently feasible. Such a line could not remove, but at least it could mitigate, the danger threatening to Britain from the Russian line, and recent British movements in Southern Persia point as strongly to the fact of this being recognised as they point anywhere. But it is difficult, in these days of hidden diplomacy, to discover what is behind even the most obvious moves—in seeming, and the moves here are not obvious. Whether a railway will follow the route taken by Alexander the Great on his march to India the future only can decide, but Britain, it is clear, must do something to counteract the effects of the threatened blow to her interests, if she has not already done so.

## DAY BY DAY.

Human longings are perversely obstinate; and to the man whose mouth is watering for a peach it is no use to offer the largest vegetable marrow.

A confirmation service is being conducted in St. John's Cathedral this afternoon, by the Bishop of Victoria.

P.S. Brown arrested 18 gamblers at 59 Battery Street, Yaumatei. The keeper of the house was fined \$53, another man \$50 and the next \$3 each.

A dead Chinese has been found in a street at Yaumatei. It is supposed to be a case of small pox. Another body was found in the Central District, that of a youth.

Attention is directed to the advertisement elsewhere of an exhibition of transforming and distorting mirrors at Pedder's Street, opposite the Hongkong Hotel.

We are informed by the Postal Authorities that owing to the larger number of parcels due by the incoming English mail s.s. Devanha, they will not be ready for delivery to the addressees until 10 am on Friday, Dec. 22.

Two pork butchers at Saiwan Ho Market, Shaanxiwan, after quarrelling for some time, set about each other with chopsticks. One man was so seriously injured that he had to be taken to hospital, while the other sustained severe injuries to the head, besides having an artery cut. He was attended by a Chinese doctor.

A telegram received in Shanghai last week conveyed the regrettable information that Captain J. H. Shipley, the American Naval attaché for Japan and China, had died at his home in Tokyo, following upon a stroke of paralysis. Captain Shipley had returned to Tokyo a few weeks ago from China, where he visited Peking, Shanghai and Hankow. He leaves a widow and one daughter.

A telegram was received on Dec. 12 at the Royal Danish Consulate General at Shanghai conveying the intelligence of the death of Dr. Birger Olesen, Chief Surgeon to the Chinese Red Cross Society at Hankow. Dr. Olesen was a partner with Drs. Cox and Thue and he was very well known and highly respected in the Settlement. He was a doctor of the Chinese Plague Hospital.

Mr. H. E. R. Hunter, the Manager of the Hongkong and Shanghai Banking Corporation, at Shanghai arrived yesterday, and will remain for a few days. Mr. Townsend, who recently retired from the service of the Bank, is a passenger by the P. & O. s.s. Devanha, which arrives to-morrow, so that Mr. Hunter will have the opportunity of greeting an old friend and colleague.

H.M.S. Royal Arthur, accompanying the torpedo boats destroyers Usk, Welland, and Ribble, was expected at Colombo on December 7 on her way to the China Station, via Singapore, whither the smaller vessels are bound. The three torpedo boat destroyers are of the same build, and displace 550 tons each, with an indicated horse power of 7,500 and a speed of 28 knots an hour. They each carry four 12 pounders and two torpedo tubes, and were built at Yarrow—the Ribble and Welland in 1904 and the Usk in 1903.

## The Bijou.

A new departure is announced by the management of the Bijou Theatre. From to-day, by special arrangement with Messrs. Pathe Freres, two entire changes of programme will take place every week, on Wednesdays and Saturdays. All the pictures will be new to the Colony. A feature of the programme will be Pathe Freres' animated gazette, which depicts current events all over the world.

An interesting account of the adventurous voyage of the s.s. Glenfalloch from Singapore to this port appears on page 3.

The volcano Asama, which has for some time past remained in a state of inactivity, erupted heavily at about 3 a.m. on the 2nd instant. Heavy explosions and tremors accompanied the eruption, and the whole of the summit of the mountain was illuminated by the flames. A large quantity of ashes fell in the Takasaki districts.

Shanghai papers state that as a first measure the revolutionaries propose to appoint Dr. Sun as President of a Republic composed of all the provinces they have now under full control. This would be a temporary measure, and the supposition is that it would be done with the idea of placing before the Powers an actual *de facto* government.

The Speaker of the House of Commons and a large party of members of both Houses of Parliament are going to Russia in January on the invitation of the Government. The invitation is extended in return for the courtesy shown during the visit of representatives of the Duma to London three years ago. The party will visit St. Petersburg and Moscow and will probably be received by the Tsar.

A letter written from Huochow, Shansi, on November 28, says that all the mission stations south of Taiyuanfu are safe. The latest news from the stations is that no Christian or mission station has been molested. Lawlessness and robbery, it is, however, on the increase, and the yamen in Puchow is reported to have been burnt, as well as many of the homes of the country people. The people at Huochow are friendly, and the gentry evidently desire to give protection.

## The Truce.

At a very early hour on Saturday morning, says the "Hankow Daily News" of Dec. 11, a truce agreement was signed between the belligerent parties and consequently a renewal of hostilities, which might have followed the termination of the armistice at 8 a.m. on that day, was averted. The truce is to be observed throughout China, and lasts for 15 days, commencing from 8 a.m. on Saturday.

## Sir Henry May.

The following is from the Sydney "Daily Telegraph" of Oct. 31.—Sir Henry May, Governor of Fiji, and High Commissioner for the Western Pacific, has left Suva in H.M.S. Torch on a tour of inspection; and the Solomon Group, Noumea, and the New Hebrides will be visited. Sir Henry wishes to observe at first hand the working of the Condominium (Great Britain and France). He will return to Suva early in December. Mr. Ponsonby, private secretary, accompanies his Excellency, and a Scotch piper, Mr. W. Murray, is taking the trip as official bagpiper.

## A Harbour Incident.

There is more than a suggestion of callousness and brutality about an accident that occurred in the harbour yesterday, says the "Straits Times" of Dec. 12. Just before her departure for Batavia the Dutch steamer Van Noort loaded a quantity of ice from a sampan lying alongside. Immediately the last block was hoisted out of the sampan the Van Noort's engines were started and the rope of the sampan was cut. Before the coolie could manage to manœuvre his sampan out of the way it was caught in the whirl of the steamer's propeller. The bow of the sampan was smashed and the unfortunate coolie thrown into the water, where his head came in contact with the revolving blades and a deep gash was inflicted. The poor fellow could not get back into his water-logged sampan but had to keep himself afloat as best he could till the launch Mercury—having been apprised of the accident by the Van Noort—came to his rescue some minutes later. He was taken to the Port Health Officer's department and treated. The whole circumstances of the occurrence suggest that the authorities should enquire into the extent to which the actions of the Van Noort's crew was responsible.

## SHANGHAI PEACE CONFERENCE.

## A Baseless Rumour.

On the basis of a telegram from Tokyo described as official the "Daily Press" this morning publishes a leader in which it is assumed that Great Britain and Japan are intervening at the Peace Conference at Shanghai. The extreme improbability of these two Powers taking any such action is self evident, and the fact that our Shanghai correspondent, who has kept us posted on the course of events since the arrival of H. E. Tang Shao-yi, made no mention of this alleged intervention should suffice to show that the report is false. But further proof that the report is only one of the numerous unreliable canards that have been offered to anyone sufficiently gullible to give them credence is found in the fact that private telegrams have been received in the Colony from Shanghai, the authenticity of which is beyond question, stating that, as already reported in this paper, only the Imperialists and Revolutionaries are taking official part in the negotiations.

We deem it our duty to publish this correction of our contemporary's assertions, as otherwise much harm might be done to British and Japanese interests here among the Chinese.

## THE EMPRESS OF CHINA.

## Safe Arrival at Uraga Dockyard.

The following is from the "Nagasaki Press" of Dec. 15.—The Empress of China, which was refloated at noon on Tuesday after being fast on the rocks off Shirahama for five months, was safely navigated into deep water at four o'clock the same day and was towed to Tatoyama by the Mitsui Bishi Company's salvage steamer Oura-maru and two other vessels, reaching port at ten o'clock that night. Yesterday morning at 8.15 she left Tatoyama for Uraga Dockyard, where she will be placed in dry dock and examined. On the result of the examination will depend the further decision of the Canadian Pacific Railway Company as to the repair of the vessel.

Captain Archibald, who commanded the vessel at the time of the accident and was exonerated from blame by a Naval Court of Enquiry, has undergone treatment at Yokohama for appendicitis and left for home by the Empress of Japan on Monday, the day before his vessel was refloated.

A telegram was received at the Mitsui Bishi Dockyard and Engine Works stating that the Empress of China arrived at Uraga safely yesterday at two o'clock.

## ATTEMPTED BANK ROBBERY.

A daring attempt at robbery on a large scale was made at the Hongkong and Shanghai Bank about six o'clock last evening, says the "N. C. Daily News" of Dec. 10, and continues: Usually at this time money is being received from the native banks, and there is always a number of people in the back room where the business is transacted. A Chinese plain clothes constable on duty there kept observation on a man whose movements had seemed suspicious, and saw him suddenly snatch at a pile of notes on the table. He gathered up notes to the amount of \$1,800 and made a dive for the door. The constable was quickly upon him. When caught, the man threw the notes away, and instantly there was a scramble for them. In the confusion \$300 disappeared, and have not been recovered. The arrest was solely due to the smartness of the native constable.

## THE POST OFFICE.

## Holiday Arrangements.

On Christmas Day, Boxing Day and New Year's Day the Post Office will be open from 8 to 10 a.m. only. The Money Order Office will be entirely closed during the holidays.

## THE COLONY'S BADGE.

## A Decided Improvement.

The resolution which comes before the Legislative Council to-morrow, to substitute a new design for the badge already in existence in the colony, is by no means premature, for, in the words of the motion, it most certainly is "not only inartistic but it is unsuitable for reproduction, especially on flags, etc." The existing badge may rightly be termed the representation of a pastoral scene with a decidedly pronounced human interest. In the foreground is an Englishman, top-hatted and frock-coated, shaking hands with a Chinese. A little to the left stands a sailor in huge bell-bottomed trousers handling a case, while to the right monotony of space is further obviated by the presence of three cases, presumably of merchandise. The middle distance is, we take it, supposed to represent the Harbour and in it are to be found a junk and a European three-masted ship. The junk is not without some artistic merit and even the "three-masted" might find favour in some eyes though it is dwarfed into insignificance by a flag at the stern which is obviously out of proportion.

In the background rises the Peak, surmounted by a flagstaff, bearing the British flag, as much out of proportion as the first, while at the foot of the steep are to be found three rectangular erections which may be taken for godowns, private houses, matted sheds, or any structure that may appeal in particular to the examiner.

Obviously, such a design must be unsuitable for a badge. By very reason of the mass of detail contained therein it becomes poor, and even as a crest its insignificance robs it of the imposing appearance that a crest should have.

There may be objections to the suggested substitute, but it at least has the merit of dignified simplicity. In a circle surmounted by a crown, appear the Chinese characters for Hongkong in bold display. It is a decided improvement on the landscape badge.

## CALENDARS.

We have to acknowledge receipt of the following calendars, etc.:

From Messrs the Victoria Dispensary, a presentation blotting pad.

From Messrs A. S. Watson & Co., two wall calendars.

From Messrs F. Blackhead & Co., two calendars of the Borneo Alps Milk Co., of which they are the sole agents.

From the Hongkong Branch of the Commercial Union Assurance Co., Ltd., a calendar.

From Messrs. Dodwell & Co., Ltd., agents for the Alliance Assurance Co., Ltd., a blotting pad.

From Messrs. P. & O. Company, a calendar.

From Messrs. Siemssen & Co., agents of the Sun Fire Office, a blotting pad and a calendar.

From Messrs. Arnold, Karberg & Co., agents of the Lancashire Insurance Co., a blotting pad and calendar.

From Messrs. the Toyo Kisen Kaisha, four calendars.

From Messrs. Carlowitz & Co., general agents for the Alhambra Insurance Co., a calendar.

From Mr. Loey Goodrich, General Agent for the Western Pacific, one calendar.

From Messrs. W. R. Loxley & Co., Agents for "Izal" Disinfectant, one calendar.

One never tires of stories of the discovery of hidden treasure. Here is one from a village near Odawara, in Kanagawa prefecture, Japan. It seems that some work has been going on at the residence of one Seizemon Kawase, in Sakawa Mura. Recently, when an old godown was being pulled down, a son of the owner discovered a hole in one of the beams plugged up with a wooden peg. On pulling it out a lot of old gold coins fell out. On closer examination, and old silken purse was found, with upwards of a hundred Kocho-koban and nibukin, representing a value of several thousand yen in the currency of the day.

## NOTES AND COMMENTS.

## Peak Communications.

Work has been started in earnest by the Public Works Department on the construction of the new road at the Peak which is to give residents of Plantation Road direct access to the Tram Station and Chamberlain Road. Evidently the work is going to be costly, more costly in fact than many think necessary. The present approach from the Tram Station to the Peak Hotel is to be shifted back (the Hotel receiving compensation in the shape of a plot on the other end of their land further along Chamberlain Road) and this will necessitate diverting Chamberlain Road and the erection of two new retaining walls, the one to hold the new portion of Chamberlain Road, the other the new part of the road to Pokfulam, which it will be necessary to construct. Many still think that public convenience would have been served equally effectually and at much less cost, if the new connecting road had been made so as to come out and end at the Power House, giving entrance to the Tram Station by the little bridge across the line which is now in use.

## Small Shares.

For a long time Germans in the Far East have been negotiating to be allowed to form companies with shares of small denominations. The Reichstag at the beginning of this month made a grudging concession in this direction, a bill being passed which apparently fixes the denomination of shares at 200 marks. We say apparently, as the telegram was rather vague. Assuming this interpretation to be correct the Reichstag has not been unduly generous. It appears that by German law all shares of joint stock companies in Germany are of denominations not less than 1,000 marks, evidently to prevent gambling. In the Far East, however, shares of large denomination are not popular and, according to Herr Kiderlen-Waechter the result has been that a whole lot of industrial and commercial undertakings have been founded by German business men with German money in conformity with the requirements of English law. The effect on the Chinese, he explained, was in the direction of assuming that British protection was more effective than German, when they found German companies with German capital registering as British companies. The appeal to patriotism was successful and the bill, which was rejected eighteen months before, was carried in the closing days of the session. It remains to be seen what effect the concession will have in regard to the establishment of German joint stock concerns in China. The concession, it may be noted, extends only to China proper and Kioochan.

## In Case of Fire.

Quite the neatest and most successful plan for clearing a crowded hall was adopted the other day, by a Chicago policeman. A fire had broken out in the rear of the theatre. This policeman climbed upon the stage, raised his hand for silence, and spoke as follows:—"Ladies and gentlemen, if you want to see one of the greatest fires for years go outside and look to the south, half a mile away. Take it easy as you go out. Don't break up the furniture, because the management says you can come back when you've seen enough of the fire, and you'll want to use your seats again." Rapidly, but without disorder, the overwhelming majority of the audience made their way into the street. There remained only twenty of the thirty persons who were not curious enough about fires to take so much trouble. As soon as the others were out of hearing, the policeman spoke again, but in a more peremptory tone: "Say, you fellows, beat it! There's a big fire in the barn back of this place, and you'll be burned to death if you stay a minute longer."



## WEDDINGS.

## Beaton-Leask.

A very pretty wedding took place this afternoon at St. John's Cathedral when Miss A. E. Mabel Beaton, M.A., daughter of Mr. Wm. Leask, Beaton, Perth, Scotland, and niece of Dr. Rennie, late of Hongkong, was married to Mr. William Laughton Leask. The service was fully choral, and the officiating clergyman was the Rev. F. T. Johnson, M.A. Mr. Denman Fuller presided at the organ.

The bride, who was given away by Mr. P. H. Holyoak, wore a gown of ivory satin trimmed with point lace and a spray and lovers' knot of orange blossom. She carried a bouquet of chrysanthemums.

Misses Joyce and Dorothy Holyoak were the bridesmaids and were dressed in long pale pink and satin frocks, with hats of pink satin lined with white satin. They carried posies of pink rose.

Mr. Alfred Bryer acted as best-man.

The bride's present to the bridegroom was a set of gold studs and sleeve links, while his present to the bride consisted of a gold wrist watch bracelet. The bridesmaids were the recipients of gold band bracelets.

After the ceremony a reception was held at the house of Mr. P. H. Holyoak, Capatimun, Barker Road.

## Kennedy-Kinghorn.

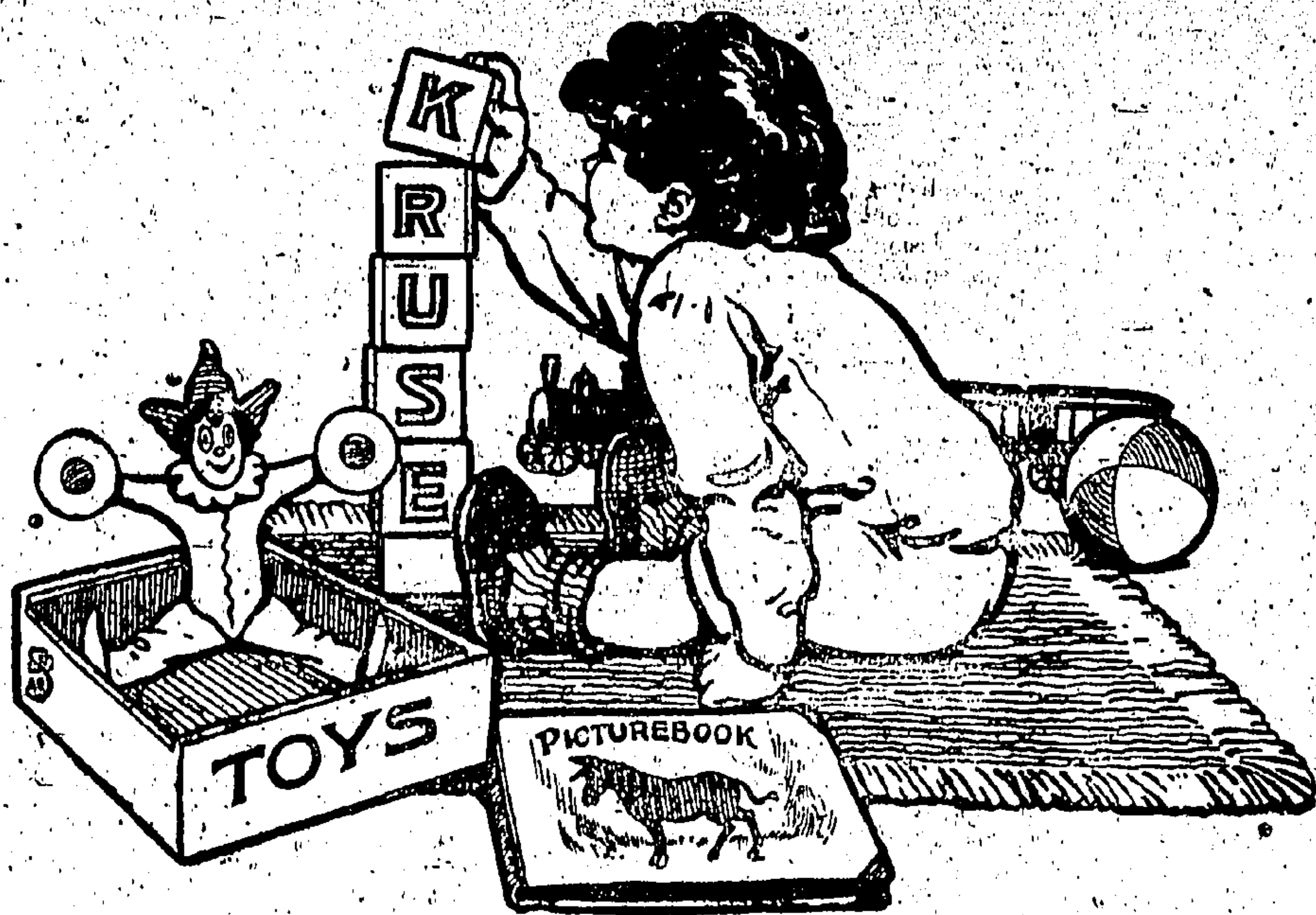
A quiet though pretty wedding was solemnized at the Union Church, this morning, when Miss Joanne Kennedy was married to Mr. J. R. Kinghorn, of Messrs. Butterfield and Swire. The bride, who looked charming in conventional white and orange blossom, was given away by Mr. D. Kennedy, and was attended by her two sisters, the Misses Kate and Maude Kennedy. The officiating clergyman was the Rev. O. H. Hickling.

Mr. S. G. Bolden acted as groom's man.

Following the ceremony a reception was held at the Grand Hotel, and later in the day the happy couple left for Macao where the honeymoon is to be spent.

The following includes some of the presents:—Mr. and Mrs. Nicholls, silver tea service; Mr. Beaumont, silver cream and milk stand; Mr. and Mrs. Cowen, silver and mother of pearl fruit stand; Mr. J. Lennox, Mr. Malcolm M. Murray, and Captain Innes, silver tea and coffee service; Mr. and Mrs. Gedgo, cheese dish; Mr. and Mrs. Capoll, silver photo frames; Mr. and Mrs. Johnstone, blackwood photo frames; Mr. Nicolay, silver jelly spoons; Mr. and Mrs. Edward Jones, tea cloth; Mr. S. G. Bolden, silver vases; Mr. and Mrs. Walters, blackwood fire screen; Mr. and Mrs. McCubbin, blackwood stools; Mr. and Mrs. Hyde, French clock; Mr. and Mrs. Gibson, blackwood photo frames; Mr. and Mrs. Wynne, silver and crystal ice basket; Mr. Peel and Mr. Glendinning, silver butter dish; Mrs. Silva, serviette rings; Mr. and Mrs. Hewett, silver butter dish; Mr. Charles Cowley Nelson, silver knives and forks; Mr. Whitlow, silver flower vases; Mr. and Mrs. Mitchell, set of silver sugar spoons; Mr. and Mrs. Brotherton Harker, silver and crystal jelly dishes; Miss Brotherton Harker, silver pepper and salt stand; Mr. E. E. Smith, set of silver tea and coffee spoons; Mr. and Mrs. Milne, silver manure set; Mrs. J. Kew, silver serviette rings; Miss Schmidt, silver menu stands; Mrs. R. A. Ramsay, silver bonbon dishes; Mr. and Mrs. A. Bain, silver card case; Mr. A. Beal, silver salt cellars; Mr. W. Runcio, silver mustard pot; Mrs. Quinn, silver pepper holders; Mr. and Mrs. A. E. Crannell, silver flower vases; Mr. A. Jenkins, silver butter dish and knife; Mr. D. Kennedy, tea kettle; Misses Kennedy, diamond and emerald pendant; besides numerous others.

A telegram from Washington to the "Manila Times" states that President Taft controls the reorganized Republican national committee which has begun sessions there, and it is freely predicted that his influence will be sufficient to ensure his re-nomination as the standard bearer of the Republicans next November.

EXHIBITION OF TOYS!  
KRUSE & CO.

## Today's Advertisements

EXHIBITION! OF  
TRANSFORMING AND DISTORTING  
MIRRORS.

At PEDDERS'S STREET—Opposite the Hongkong Hotel.

THE most wonderful, mysterious and fascinating delusions ever seen in the Colony. The latest thing direct from London. Come and see yourself and your friends transformed, distorted and distended into all sorts of extraordinary shapes before the famous MIRRORS, and do not forget to bring your cameras with you so that you may secure caricatures of your own portrait.

PRICES OF ADMISSION:—Adults 50 Cents. Children 30 Cents. Hongkong, 20th December, 1911. [1552]

CLERK CHARGED WITH  
EMBEZZLEMENT.

At the Police Court this afternoon, before Mr. E. A. Irving, Gregorios Lagoria, a clerk in the employ of the Exile Garage, was charged with embezzling \$8 and with making a false entry in a book, with intent to defraud, on or about Nov. 27.

Mr. Grist appeared to prosecute and Mr. Gardiner defended.

Defendant, according to Mr. Grist, was a clerk and his duties were to record in a book the times a car left the garage and returned, and to take the proper amount from the person hiring the car. Defendant in this case received the \$8 from the driver of a car and altered the entry in the book from 1.45 p.m. to 2.45 p.m. and then wrote "void" across the entry. Evidence was being called when we went to press.

## CANTON NEWS.

(The "Telegraph" Correspondent.) Canton, Dec. 19.

Chan Kai-sum, who was promoted from police constable to inspector for capturing Wan Sang-choy, the assassin of the Tartar-General Fu Chi, was arrested here by the revolutionaries on Dec. 17. He is at present in prison pending the determination of a suitable punishment.

The members of the peace preserving corps who were captured after a fight with the revolutionaries on Sunday last, were taken outside the Eastern gate and shot. Not satisfied with this the revolutionaries removed the internal organs from the dead bodies. This act of barbarism was witnessed by several foreigners.

The election of members of the Senate took place yesterday. Wong Shik-chuen was elected President and Sung Ye-mui and Lo Shun Vice-Presidents.

General Lung Chui-kwong has declined the request of certain of the Chinese resident in Hongkong that he should remain in Canton. He thinks it more advisable to go to Yumehow, Lamehow, Luichow and other places where disorderly mobs have gained the upper hand, so as to prevent foreign complications. He paid a tribute to the patriotism and generosity of the country and merchants in Canton.

## CHRISTMAS HOLIDAYS.

In accordance with Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for the transaction of Public Business on 25th and 26th instant.

Hongkong, 20th Dec., 1911. [1553]

## TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES. S.S. "TENYO MARU." From SAN FRANCISCO, HONOLULU, and JAPAN PORTS.

The above-named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on FRIDAY, to 22nd inst., at 5 p.m., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected. No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on FRIDAY, the 22nd inst., afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or godown and examination of same to be arranged. All claims must be filed on or before Friday, Jan. 5th 1912, otherwise they will not be recognized.

K. MADTSA, Agent. Hongkong, 19th Dec., 1911. [1554]

## FROM EUROPE.

THE H.A.L. Steamship "SFGOVIA."

Captain Deiant, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Under-signing.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 28th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—

Ex. "Elben" from Skio.

"Fortuna" from Salsedel.

HAMBURG-AMERIKA LINE.

Hongkong, 20th Dec., 1911. [1555]

## GARNER QUELCH &amp; CO.

## WINE MERCHANTS

## Des Vœux Road

TELEPHONE 636.

Supply the highest quality Wines, Spirits, Cigars and Cigar. etets obtainable consistent with price. All Wines and Spirits bottled in Europe by Shippers of world wide reputation.

Hongkong, December 7th 1911.

VON RIEGEN'S PATENT  
FIRE BRIDGE BARS.

COST OF INSTALLATION QUICKLY ABSORBED BY  
ECONOMY IN FUEL  
EFFECTED.

FOR FULL INFORMATION AND PARTICULARS  
APPLY TO  
THE UNITED ASBESTOS ORIENTAL  
AGENCY, LD.,

SOLE AGENTS.

OR TO

CH. WITZKE, SUB-AGENT

Hongkong, December 7th, 1911.

## FOR SALE.

Offers will be received by the Management for the purchase as a going concern, of the "HONGKONG TELEGRAPH."

Hongkong, Nov. 16, 1911.

Prepaid  
Advertisements.

25 WORDS \$1 for 3 insertions or \$2 for one week.

## BOARD AND RESIDENCE.

"HOMEVILLE" Morison Hill, splendid view of the harbour, 10 minutes from Post Office by electric car; entrance, 155, Wanchai Road.

Telephone 112. [1556]

## OFFICES TO LET.

FIRST class, central accommodation, light and airy, on First, Second, or Third Floor, in new building being erected for MESSRS. WHITEAWAY LAIDLAW & CO., LTD. Entrance from Des Vœux Road. Electric Lift to all floors. Electric light throughout. The plan can be seen and all particulars obtained at the Office of MESSRS. PALMER & TURNER, Alexandra Buildings 3rd Floor, Hongkong, 25 Dec. 1911.

MILK  
FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL  
REMOVED: THE CREAM ONLY.  
ADDED: NOTHING.



If you must use Separated Milk why not have it

FRESH?

For sale by

THE DAIRY FARM CO.

One penny a pint!

E. C. Wilks, M.L.Mech., E.A.M.N.A. Consulting Engineer and Surveyor for construction, Valuer and Assessor for the purchase, or sale, of Steamships or Launches. ALEXANDRA BUILDINGS, 2ND FLOOR. Hongkong, 1st May 1911.

Just received, a fresh consignment of PAUL CLOUET CHAMPAAGNE, Extra Dry at \$24.00 per case of 2 doz. pls. FRENCH STORE, L. Gameau, 8 Queen's Road Central.

HONGKONG AND CHINA GAS CO., LD. NOTICE.

ON and from the 1st January, 1912, the price of Gas to the public will be REDUCED to \$2.60 per 1,000 cubic feet. By Order of the Directors, GEORGE CURRY, Local Secretary. Hongkong, 7th Nov., 1911. [1476]

GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

In Casks of 875 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO., General Managers. Hongkong, 16th Aug., 1911. [1540]

POPULAR  
"ASAHI" BEER

Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints. [149]

HONGKONG ELECTRIC COMPANY, LIMITED. ST. GEORGE'S BUILDINGS.

## NOTICE.

THE extension of the ELECTRIC LIGHT to the Peak District is expected to be completed by about the end of March, 1912.

Intending consumers are advised to have their houses wired in readiness to avoid delay in obtaining the light. The Company are prepared to submit estimates for wiring houses on application.

GIBB, LIVINGSTON & CO., Agents. Hongkong, 16th Dec. 1911. [1544]

G. FALCONER & Co., Ltd.  
WATCHMAKERS & JEWELLERS.

## LARGE SELECTION ENGLISH SILVERWARE.

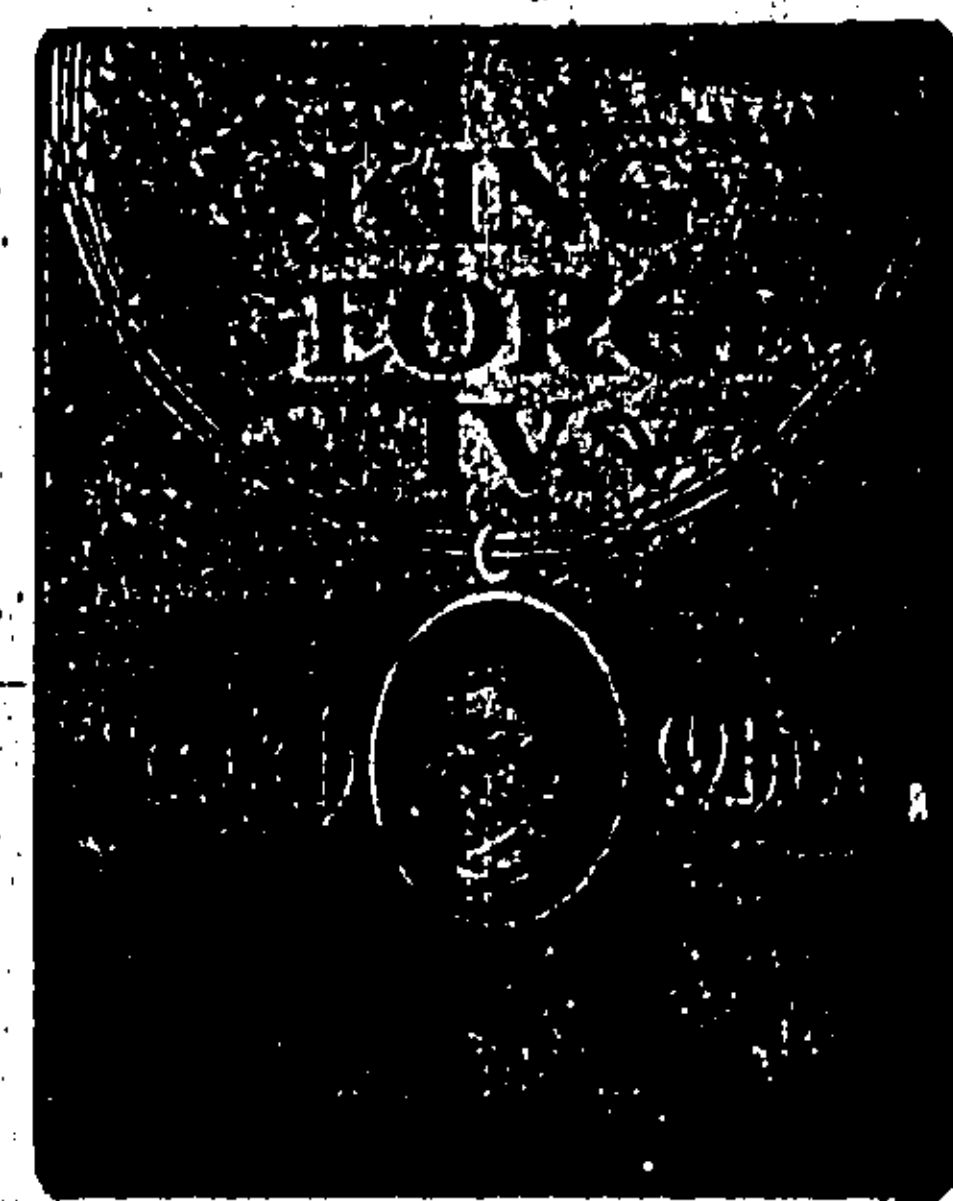
COMPRISING PRESENTATION

PLATE, BOWLS, RACE CUPS, etc.

ALWAYS IN STOCK.

INSPECTION INVITED.

A choice selection of Xmas Goods have arrived.



This Whisky is from the Distillers Coy., Limited,

of Scotland, and is one of their most famous Brands.

It is guaranteed to contain only the very finest Highland.

Malts and is matured in Sherry Wood. Its roundness,

delicate bouquet, full body, and delicious after-taste all

proclaim it the Whisky par excellence.

## SOLE AGENTS—

## H. PRICE &amp; CO., LTD.,

12, Queen's Road Central,

HONGKONG.

Tel. No. 125.

Hongkong, 13th December, 1911.



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B.  
Connecting with Royal Mail Atlantic Steamers.  
(Subject to alteration.)

| From Hongkong                         | From St. John, N.B.                     |
|---------------------------------------|-----------------------------------------|
| "MONTEAGLE".....Sat., Dec. 30.        |                                         |
| 1912                                  | 1912                                    |
| "EMPRESS OF INDIA".....Sat., Jan. 27. | "EMPRESS OF IRELAND".....Fri., Feb. 23. |
| "EMPRESS OF JAPAN".....Sat., Feb. 24. | "EMPRESS OF IRELAND".....Fri., Mar. 22. |

S.S. "MONTEAGLE" calls at Moji instead of Nagasaki.  
Steamers will depart from Hongkong at 7 a.m.  
Each Trans-Pacific "Empress" connects at Vancouver with a Mail Express Train and at St. John, N.B. with Atlantic Mail Steamer as shown above. The "Empress of Japan" and "Empress of Ireland" are magnificent vessels of 14,000 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.  
Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port of New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).....\$71.10/-  
Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Port or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....\$45.  
Via New York.....\$45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—  
D. W. CHADDOCK, General Traffic Agent,  
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM  
NAVIGATION CO. LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

| For                                      | Steamship                    | On |
|------------------------------------------|------------------------------|----|
| MANILA.....YUENSANG                      | Saturday, 23rd Dec., 2 p.m.  |    |
| SHANGHAI.....KONGHONG                    | Sunday, 24th Dec., 11 a.m.   |    |
| SINGAPORE, PENANG & CALCUTTA.....KUTSANG | Wednesday, 27th Dec., 3 p.m. |    |
| SANDAKAN.....MAUSANG                     | Friday, 29th Dec., Noon.     |    |
| SHANGHAI, KOBE & MOJI.....POKSANG        | Friday, 29th Dec., Noon.     |    |
| MANILA.....LOONGSANG                     | Saturday, 30th Dec., 2 p.m.  |    |

RETURN TOURS TO JAPAN (Occupying 21 days).  
The steamers "Kutong," "Namsan," and "Poksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Tientsin.

† Taking Cargo on Through Bills of Lading to Kuantan, Lahad Datu, Simporna, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.  
Telephone No. 215.  
Hongkong, 20th December, 1911.

## THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR  
VANCOUVER, SEATTLE AND PORTLAND (Or.) via  
SHANGHAI and JAPANESE PORTS.

| Steamer        | Captain | Tons D W | On or about    |
|----------------|---------|----------|----------------|
| "RYGJA".....   |         |          | December 20th. |
| "SUVERIO"..... |         |          | January 9th.   |

To be followed by other steamers of the Company at regular intervals.  
The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Amoy and Hongkong if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,  
KING'S BUILDING, Praya Central.

Telephone No. 780.  
Hongkong, 14th December, 1911.

## NEW LINE OF STEAMERS

TO  
SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

## PROPOSED SAILINGS.

S.S. "DUNERIO".....3,000 tons.....To be despatched on Dec. 22.  
S.S. "KATANGA".....5,000.....To follow.

For rates Freight or Passage, apply to

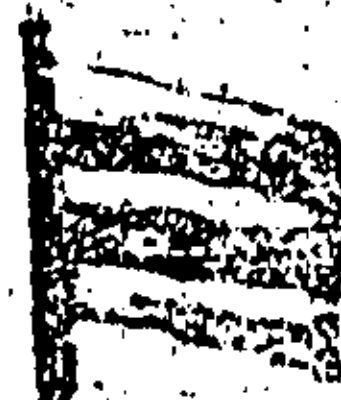
THE BANK LINE, LIMITED,  
Managing Agents.

Hongkong, 14th Dec., 1911.

## Shipping—Steamers

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION

| Destinations                                                                     | Steamers                                                                                                                 | Sailing Dates                                                                                |
|----------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|
| MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID. | KAWACHI MARU, Capt. Peterson, T. 7,000<br>KITANO MARU, Capt. F. E. Cope, T. 9,000<br>IYO MARU, Capt. R. Takeda, T. 7,000 | FRIDAY, Dec. 22nd<br>WEDNESDAY, 3rd Jan., at Daylight.<br>WEDNESDAY, 17th Jan., at Daylight. |

|                                                                        |                                                                            |                                                             |
|------------------------------------------------------------------------|----------------------------------------------------------------------------|-------------------------------------------------------------|
| VICTORIA, B.C., SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA & YOKOSUKA. | TAMBA MARU, Capt. K. Noda, T. 7,000<br>AWA MARU, Capt. T. Iizawa, T. 7,000 | TUESDAY, 2nd Jan., at Noon.<br>TUESDAY, 30th Jan., at Noon. |
|------------------------------------------------------------------------|----------------------------------------------------------------------------|-------------------------------------------------------------|

|                           |                                       |                                |
|---------------------------|---------------------------------------|--------------------------------|
| VICTORIA, B.C., & SEATTLE | KAMAKURA MARU, Capt. B. Kou, T. 7,000 | SATURDAY, 30th Dec., from KOBE |
|---------------------------|---------------------------------------|--------------------------------|

|                                                                      |                                                                                |                                                            |
|----------------------------------------------------------------------|--------------------------------------------------------------------------------|------------------------------------------------------------|
| SYDNEY & MELBOURNE via MANILA, THUNDER BAY, TOWNSVILLE and BRISBANE. | NIKKO MARU, Capt. M. Yagi, T. 6,000<br>KUMANO MARU, Capt. M. Winkler, T. 6,000 | FRIDAY, 22nd Jan., at Noon.<br>FRIDAY, 19th Jan., at Noon. |
|----------------------------------------------------------------------|--------------------------------------------------------------------------------|------------------------------------------------------------|

|                                 |                                      |                    |
|---------------------------------|--------------------------------------|--------------------|
| BOMBAY via SINGAPORE & COLOMBO. | BOMBAY MARU, Capt. J. Noma, T. 5,000 | TUESDAY, 26th Dec. |
|---------------------------------|--------------------------------------|--------------------|

|                  |                                        |                                 |
|------------------|----------------------------------------|---------------------------------|
| KOBE & YOKOHAMA. | HIRANO MARU, Capt. H. Fraser, T. 9,000 | THURSDAY, 21st Dec., at 11 a.m. |
|------------------|----------------------------------------|---------------------------------|

† Fitted with new system of wireless telegraphy.  
\* Carries deck passengers. † Cargo only.

NEW LINE OF STEAMERS BETWEEN  
KOBE and CALCUTTA.

Regular fortnightly service from Kobe to Calcutta calling at Hongkong, Singapore, Penang and Rangoon.

The next steamer to sail from Hongkong—

"HIROSHIMA MARU".....Tons 4,000.....Capt. Hirano.....Dec. 30th.

## 1912-PASSENGER SEASON 1912.

## FOR EUROPE

| Steamer       | Tons  | Captain      | From Hongkong |
|---------------|-------|--------------|---------------|
| TANGO MARU    | 8,000 | K. Kawana    | Feb. 14th     |
| KAMO MARU     | 9,000 | F. L. Sommer | Feb. 28th     |
| AKI MARU      | 7,000 | K. Homma     | Mar. 13th     |
| MUSHIMA MARU  | 9,000 | A. G. Moss   | Mar. 27th     |
| KAGA MARU     | 7,000 | M. Hagino    | April 10th    |
| ATSUTA MARU   | 9,000 | Wm. Thompson | April 24th    |
| HITACHI MARU  | 7,000 | T. Yamawaki  | May 8th       |
| MIYASAKI MARU | 9,000 | T. Mami      | May 22nd      |

## FOR SEATTLE

| Steamer     | Tons  | Captain     | From Hongkong |
|-------------|-------|-------------|---------------|
| INABA MARU  | 7,000 | S. Tomimaga | Feb. 27th     |
| TAMBA MARU  | 7,000 | K. Noda     | Mar. 20th     |
| SANUKI MARU | 7,000 | M. Hagino   | April 9th     |
| AWA MARU    | 7,000 | T. Iizawa   | April 23rd    |
| INABA MARU  | 7,000 | S. Tomimaga | May 21st      |

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office in Prince's Buildings, First Floor, Canton Road.

T. KUSUMOTO,  
Manager.

CHINA NAVIGATION  
CO. LTD.

## SAILINGS SUBJECT TO ALTERATION.

| For                                       | Steamers       | To Sail          |
|-------------------------------------------|----------------|------------------|
| SHANGHAI.....                             | "CHINHUA"..... | 21st Dec. 4 p.m. |
| WEIHAIWEI & CHEFOO.....                   | "WUHU".....    | 21st " 4 p.m.    |
| MANILA, ZAMBOANGA & AUSTRALIAN PORTS..... | "TAIYUAN"..... | 22nd " 4 p.m.    |
| SHANGHAI.....                             | "HUICHOW"..... | 23rd " M'night   |
| MANILA, CEBU & ILOILO.....                | "TAMING".....  | 26th " 4 p.m.    |
| SHANGHAI.....                             | "CHENAN".....  | 28th " 4 p.m.    |
| SHANGHAI.....                             | "LINAN".....   | 30th " M'night   |

DIRECT SAILING TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE.—Twin crew Steamers "Tean" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. "Kallong" is situated on deck, aft.

SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chihua.)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 86.  
Hongkong, 20th December, 1911.

## Shipping—Steamers

## HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

## EAST ASIATIC SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

## Next Sailings from Hongkong:

| OUTWARD.                                                                                                                                                                                                                                                                                                                         | HOMEWARD.                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| For Shanghai, Kobe & Yokohama:<br>S.S. "Segovia".....20th Dec.<br>S.S. "Silesia".....1st Jan.<br>S.S. "Ambria".....16th Jan.<br>S.S. "Godelen".....27th Jan.<br>S.S. "Suevia".....9th Feb.<br>S.S. "F. Buslow".....ob.<br>S.S. "Belgravia".....18th Mar.<br>S.S. "Sachsen".....18th Mar.<br>S.S. "C. Ferd. Lausitz".....3rd Apr. | For Marseilles, Havre & Hamburg:<br>S.S. "Andalusia".....21st Dec.<br>For Havre, Rotterdam & Antwerp:<br>S.S. "Brasil".....5th Jan.<br>For Marseilles, Havre & Hamburg:<br>S.S. "Dorland".....9th Jan.<br>For Marseilles, Havre & Hamburg:<br>S.S. "Segovia".....23rd Jan.<br>For Havre, Hamburg & Antwerp:<br>S.S. "Silesia".....31st Jan.<br>For Havre, Rotterdam & Hamburg:<br>S.S. "Sachsen".....1st Feb.<br>For New York:<br>S.S. "Arigoni".....6th Feb. |

For Full or Particulars, apply to—

Hamburg-Amerika Linie,

Hongkong Office.  
Hongkong, 19th December, 1911.

HONGKONG  
PHILIPPINES.  
STEAMSHIP CO.

| Steamship   | Tons | Captain     | For                                 | Sailing Date                 |
|-------------|------|-------------|-------------------------------------|------------------------------|
| ZAFIRO..... | 4000 | M. C. Smith | Manila, Cebu and Iloilo.            | WEDNESDAY, 20th Dec., 4 p.m. |
| RUBI.....   | 4000 | S. Crosby   | Manila, Alangarin, Iloilo and Cebu. | SATURDAY, 30th Dec., 4 p.m.  |

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS.

Hongkong, 19th December, 1911.

## A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOI.

Highest Class, Fastest and Up-to-date Steamer on the Coast, having accommodation for First-class Passengers.  
Electric Light, Excellent Cuisine and Wireless Telegraphy.

For Freight and Passage, apply to

A. R. MARTY,

24, Des Vaux Road.

Telephone 118.  
Hongkong, 12th June, 1911.

## JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

| Steamer         | From       | Expected to arrive about | For           | Will leave on or about |
|-----------------|------------|--------------------------|---------------|------------------------|
| Tjibodas.....   | JAVA.....  | .....                    | SHANGHAI..... | 2nd half Dec.          |
| Tjimahi.....    | JAVA.....  | .....                    | JAPAN.....    | 2nd half Dec.          |
| Tjiluwong.....  | JAVA.....  | 2nd half Dec.            | JAPAN.....    | 1st half Jan.          |
| Tjitaroen.....  | JAPAN..... | 1st half Jan.            | JAVA.....     | 1st half Jan.          |
| Tjipanas.....   | JAVA.....  | 1st half Jan.            | JAPAN.....    | 1st half Jan.          |
| Tjilatjap.....  | JAVA.....  | 2nd half Jan.            | SHANGHAI..... | 2nd half Jan.          |
| Tjimanoeck..... | JAVA.....  | 1st half Feb.            | JAPAN.....    | 1st half Feb.          |

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Buildings.

## TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

## SAN FRANCISCO LINE.

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

| Steamer                  | Tons   | Captain       | Date of sailing  |
|--------------------------|--------|---------------|------------------|
| S.S. "Nippon Maru".....  | 11,000 | A. G. Stevens | Dec. 22nd, Noon. |
| S.S. "Tenyo Maru".....   | 21,000 | E. Bent       | Dec. 29th, Noon. |
| S.S. "Shinyo Maru".....  | 21,000 | H. B. Smith   | Jan. 10th, Noon. |
| S.S. "Chiyoma Maru"..... | 21,000 | W. W. Green   | Feb. 10th, Noon. |

† These steamers are equipped with Turbine Engines and Triple Screws.  
All steamers carry Japanese Government wireless telegraph and post office.

The triple screw steamer TENYO MARU will be despatched for San Francisco via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu on FRIDAY, the 23rd December, at Noon.

## INTERMEDIATE SERVICE.

The steamer "Nippon Maru" 11,000 tons Capt. A. G. Stevens will be despatched for San Francisco via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu on FRIDAY 22nd December at noon.

## SOUTH AMERICAN LINE.

(In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.)

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to alteration.)

| Steamer            | Tons   | Date of Sailing         |
|--------------------|--------|-------------------------|
| Kiyo Maru.....     | 17,500 | Tuesday, Feb. 11, Noon. |
| Buyo Maru.....     | 10,500 | Tuesday, April 3, Noon. |
| Hongkong Maru..... | 11,000 | Friday, Jun. 7, Noon.   |

The steamers "KIYO MARU" will be touched at base for MEXICAN PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, 11th Feb.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, Agent.

KIYO'S BUILDING, 1st Floor, 10-11, 12-13.

## LOG BOOK.

Oil or Coal?

An important series of experiments as to the comparative values of coal and oil as fuel for steamers had just been completed by the Canadian Pacific Railway, and Captain J. W. Troup, the manager of the British Columbia Coast Service of this railway, has issued the following report, giving the result of the experiments:—

"After very careful consideration of the subject during last year, the C. P. R. management, decided to equip a few of its vessels on the British Columbia coast, for the purpose of testing the efficiency of oil as compared with coal for fuel. Before doing this the various aspects of the question had to be considered, supply, cost, and cost, were discussed, and the result of this inquiry, together with the experience of others, indicated clearly a decided advantage in the use of oil.

"The first vessel to be equipped was the Princess May, which was undergoing extensive repairs. In former years, when burning coal, this vessel was unable to make the desired speed at all times. There were losses through cleaning of fires and the handling of ashes, and on a voyage where fuel forms such an important feature, due to the necessity of passing through certain channels at certain stages of the tide, if the vessel fails to catch the tide it becomes necessary to anchor, and thus lose still further time. It will, therefore, be readily seen how important it is to be able to secure the speed when called for, and this advantage has been gained in the Princess May by the use of fuel oil. It is now found that she can maintain an average speed with two boilers just about equal to what she had before with three boilers burning coal.

"One of the great advantages in the use of oil is the steady steam throughout the watch, and, in fact, from day to day. With coal it is up and down, and the operation of cleaning fires, has an injurious effect on the boilers, while with oil there is no cleaning of fires, and the temperature remains the same at all times. The Company's vessel, Princess Charlotte, has also been fitted for oil, the fuel being carried in her double bottom, no special tanks being required. She has six boilers with three furnaces in each. They have all been fitted with cyclone burners, and this vessel is showing very good results.

"It is found that 3.75 barrels of oil will do the work of one ton of Vancouver Island coal. One of the great advantages in the use of oil is its cleanliness and the great saving in labour. No coal trimmers are required, no gangs of men to put the coal on board or the ashes overboard. The number of firemen is very much reduced, and their work is now comparatively easy. The docks are not covered with cinders and smut, and the time required for taking fuel on board each day is more than cut in two.

"The Company has constructed a large tank in Vancouver with a capacity of 55,000 barrels of oil. There has been placed near the wharf another tank of 1,000 barrels. The oil is transferred from the large tank to the smaller one by means of a steam pump, and from the smaller one direct to the vessel's tanks by an electric-driven pump of sufficient capacity to deliver about 1,000 barrels an hour on board. The Company's officers are very much pleased with the results so far, and there is little doubt that the greater number of the Company's vessels on the coast will soon be fitted for this fuel."



## COMMERCIAL.

## Canadian Wheat.

Although full official details are not yet available respecting the total wheat crop of the Dominion of Canada, the general tenor of this year's tale, so far as wheat is concerned, is no secret, says the "Financial News." From a quantitative point of view the high hopes of last summer will not be greatly dashed, because, in spite of August night frosts and of weeks of drenching rain at harvest time, the actual yield of the Prairie Provinces is apparently not likely to fall short of, say, 22,000,000 to 25,000,000 quarters. This will be a record so far as actual volume is concerned. But the quality of this big crop will leave something to be desired, the untoward weather conditions which attended the ripening of the grain and its harvesting having wrought such widespread injury that the high grades will be scarce this year. We cannot say whether the forecast that not more than 5 per cent. of the crop of the three Western Provinces will not grade No. 1 Northern, but certain it is that No. 3 Northern, which last year would have been deemed low, is painfully frequent to-day in Winnipeg grading. Saskatchewan, which promises to be the premier wheat-bearing province of Canada, and has this year probably produced 25 to 30 per cent. more wheat than Manitoba, seems to have fared the worst of all the provinces, so far as quality is concerned, some proportion of its grades running as low as five and six. Alberta has apparently fared better, having suffered less from the cold rains at harvest time. To some extent the abundance of the crop will compensate for the damage wrought by weather, because even grades five and six have some commercial value, but it is grievous to think of how many millions which have been lost to Canada, through the vagaries of this year's weather. Canadian wheat growers and prospective farmers may console themselves with the undoubted fact that by the doctrine of chances next year's crop, if no larger—though the trend has been to over-increase the area under wheat in Canada—is likely to be of much better quality. In the nature of things it is most unlikely that the series of unfavourable weather conditions which has conspired this season to deprive the Prairie farmer of some of his hard-fought-for money will again recur in our days.

## Shanghai Share Report.

Messrs. J. P. Bisset & Co.'s weekly share report dated Dec. 8, is as follows:—Very little improvement has taken place in rates since the issue of our last circular. The market continues exceedingly dull and the number of transactions is insufficient to call for comment on individual stocks. Langkats at the close of the week are stronger at Tls. 62.1-2. There are some inquiries for Tramways and Telephones. The Rubber market continues very inactive.

Shanghai, Dec. 7, 1911.

Following is the business recorded:—

December 1.—S. & H. Wharf Tls. 92.1-2 cash. Semabuss Tls. 1.30 cash. Shanghai Land Tls. 95 cash.

December 2.—Shanghai Race Club 6 per cent. debentures Tls. 102 cash. Culty Daily Tls. 10 cash.

December 4.—Zianghes Tls. 4 cash. Sonawangs Tls. 17 cash. December 6.—Tobongs Tls. 11 cash. Chongs Tls. 3 cash. Shanghai Land Tls. 95 cash.

December 6.—Langkats Tls. 62.1-2 cash. Tugs and Lighters (ord.) Tls. 14 cash. Chompeds Tls. 10 cash.

December 7.—Langkats Tls. 62.1-2 cash. Pangalans Tls. 10 cash. Gula-Kalumpungs Tls. 11.60 cash. Amharat Tls. 2.70 cash.

## SHARE REPORT.

B-SELLERS. H-SALE. B-BUYERS.

| STOCKS & PAID UP VALUE                | CLOSING QUOTES | PARTY DIVIDEND AND DATE |
|---------------------------------------|----------------|-------------------------|
| <b>BANKS.</b>                         |                |                         |
| Hongkong & Shanghai                   | \$125          | \$362 ea.               |
| National Bank                         | 25             | 480                     |
| Marine Insurance                      | 25             | \$10                    |
| Central Bank                          | 25             | \$187 1/2 b.            |
| North China                           | 25             | \$145 b.                |
| Union                                 | \$100          | \$625                   |
| Yongtze                               | 250            | \$210                   |
| <b>FIRE INSURANCES.</b>               |                |                         |
| China Fire                            | 250            | \$127 1/2 b.            |
| Hongkong Fire                         | 250            | \$353                   |
| China & Manilla                       | 25             | \$101 a.                |
| Donghai Steamship                     | 250            | \$21                    |
| Shanghai                              | 25             | \$27 ka.                |
| Indo-China                            | 25             | \$61 a.                 |
| (Preferred)                           | 25             | \$116                   |
| (Deferred)                            | 25             | \$11 b.                 |
| "Shell" Transports                    | 25             | \$105 a.                |
| "Star Ferry"                          | 25             | \$17 b.                 |
| <b>REFINERIES.</b>                    |                |                         |
| China Sugars                          | 250            | \$105 a.                |
| Luzon Sugars                          | 250            | \$314 s.                |
| <b>MINING.</b>                        |                |                         |
| Chinese Engineering                   | 25             | T14                     |
| Tonghai                               | 25             | 53/6 b.                 |
| Rauha                                 | 25             | \$2.50 b.               |
| Docks, Wharves, & Stevedores          | 25             | \$65                    |
| Kowloon Wharf                         | 25             | \$45 b.                 |
| H. K. & W. Poon Docks                 | 250            | \$45 b.                 |
| Shanghai Docks                        | T. 100         | T. 67                   |
| Hongkong Wharves                      | T. 100         | T. 60                   |
| LANDS, HOTELS & BUILDINGS.            |                |                         |
| Anglo French Lands                    | T. 100         | \$119                   |
| Hongkong Hotels                       | 250            | \$75                    |
| Hongkong Lands                        | 250            | \$100 ea.               |
| Hampshire Estates                     | 250            | \$105 b.                |
| Kowloon Lands                         | 250            | \$80 a.                 |
| Shanghai Lands                        | T. 30          | \$24 b.                 |
| West Points                           | 250            | \$48 b.                 |
| Madala M'pole Hotel                   | P. 10          | P. 10 s.                |
| <b>COTTON MILLS.</b>                  |                |                         |
| Ewas                                  | T. 50          | T. 90                   |
| Hongkong Cottons                      | 250            | \$4.75                  |
| <b>MISCELLANEOUS.</b>                 |                |                         |
| China-Borneo                          | 250            | \$10                    |
| Light and Power                       | 250            | \$1.10                  |
| Do. (Spec. shares)                    | 250            | \$1.10                  |
| China Provident                       | 250            | \$1.10                  |
| Dairy Farms                           | 250            | \$3.50 a.               |
| Green Islands                         | 250            | \$3.50 a. & b.          |
| Hongkong Electric                     | 250            | \$31 1/2 b.             |
| Hongkong Ice                          | 250            | \$210 b.                |
| Hongkong Ropes                        | 250            | \$18                    |
| Langkats                              | G. 10          | T. 65 b.                |
| Morning Post                          | 250            | \$25                    |
| Peak Tramway                          | 250            | \$11.50 b.              |
| Do. (Ord.)                            | 250            | \$1.10                  |
| Phillips                              | 250            | \$5 b.                  |
| H. Price & Co., Ltd.                  | 250            | \$125                   |
| Societe des Preferees                 | 250            | \$50                    |
| Papeteries                            | 250            | \$50                    |
| Do Tonkin                             | 250            | \$100                   |
| Shanghai-Sombras                      | T. 20          | T. 102                  |
| Steam Laundry                         | 250            | \$81                    |
| United Asbestos Oriental Agency, Ltd. | 250            | \$10                    |
| United Asbestos Founders Shares       | 250            | \$500                   |
| Union Waterboat                       | 250            | \$7.50 b.               |
| Weismann, Ltd.                        | 250            | \$15 b.                 |
| Watson                                | 250            | \$5 s.                  |
| William Powell                        | 250            | \$45 b.                 |

Corrected to 3 p.m. December 20, 1911, by WRIGHT AND HORNBY, Share Brokers, Queen's Building, Tel. address: Rectitude.  
"The Telegraph" does not hold itself responsible for any of the above quotations.

**SHIPBUILDERS, SALVORS, AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTORS, ELECTRIC AND MECHANICAL ENGINEERS.**

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work, Electrical Drives, Hydraulic & Pneumatic Tools, installed throughout the Works.

**50-ton Hydraulic TESTING MACHINE** for Chains, Wire Ropes, Rivets and Metal Specimens.

**GRAVING DOCK** 78ft. by 88ft. by 8ft. 6 in. Pumps empty Dock in 2-3-4 hours.

**THREE PATENT SLIPWAYS** taking vessels up to 3,000 tons displacement, providing conditions for lifting ships with most efficient results.

**100-Ton ELECTRIC CRANE OR QUAY-ELECTRIC OVERHEAD CRANES** throughout the Works.

Estimates given for Docking, Repairs to Hull and Machinery, Structural Work.

**Agents and Engineers:**  
**BUTTERFIELD & SWIRE**  
HONGKONG, CHINA.

## Exchange

| Selling.                        | 1/10 8/16  |
|---------------------------------|------------|
| T/T Demand                      | 1/10 8/16  |
| 30 d/s                          | 1/10 5/16  |
| 60 d/s                          | 1/10 5/16  |
| 4 m/s                           | 1/10 7/16  |
| T/T Shanghai                    | 7 1/2      |
| T/T Singapore                   | 7 1/2      |
| T/T Japan                       | 8 1/2      |
| T/T India                       | 18 1/2     |
| Demand India                    | 18 1/2     |
| T/T San Francisco and N.Y.      | 44 1/2     |
| T/T Java                        | 111        |
| T/T Manila                      | 180        |
| T/T Peking                      | 83 1/2     |
| 4 m/s L/C                       | 1/10 11/16 |
| 4 m/s D/P                       | 1/10 11/16 |
| 6 m/s L/C                       | 1/10 13/16 |
| 30 d/s Sydney & Melbourne       | 1/10 13/16 |
| 30 d/s San Francisco & New York | 1/10 13/16 |
| 4 m/s Mark                      | 194        |
| 1 m/s France                    | 38 1/2     |
| 6 m/s do.                       | 40 1/2     |
| Bar Silver, ready forward       | 25 3/16    |
| Bank of England rate            | 4 1/2      |
| Swire                           | \$10.75    |

## PEAK TRAMWAYS CO. LIMITED.

| TIME TABLE.                                                              | WEEK DAYS.                                |
|--------------------------------------------------------------------------|-------------------------------------------|
| 7.00 a.m. to 8.00 a.m.                                                   | Every 15 min.                             |
| 8.00 a.m. to 10.00 a.m.                                                  | 10 min.                                   |
| 10.00 a.m. to 11.00 a.m.                                                 | 10 min.                                   |
| 11.00 a.m. to 12.45 p.m.                                                 | 10 min.                                   |
| 12.45 p.m. to 1.15 p.m.                                                  | 10 min.                                   |
| 1.15 p.m. to 1.45 p.m.                                                   | 10 min.                                   |
| 1.45 p.m. to 2.15 p.m.                                                   | 10 min.                                   |
| 2.15 p.m. to 5.00 p.m.                                                   | 10 min.                                   |
| 5.00 p.m. to 8.10 p.m.                                                   | 10 min.                                   |
| <b>NIGHT CARS.</b>                                                       |                                           |
| 8.45 p.m. and 9 p.m.                                                     | 9.45 p.m. to 11.30 p.m. every 15 minutes. |
| <b>SUNDAYS.</b>                                                          |                                           |
| 7.30 a.m.                                                                | 8.00 a.m. to 10.30 a.m. every 15 min.     |
| 8.00 a.m. to 10.30 a.m.                                                  | 10 min.                                   |
| 10.30 a.m. to 11.00 a.m.                                                 | 10 min.                                   |
| 11.00 a.m. to 12.00 noon                                                 | 10 min.                                   |
| 12.00 noon to 1.00 p.m.                                                  | 10 min.                                   |
| 1.00 p.m. to 5.00 p.m.                                                   | 10 min.                                   |
| 5.00 p.m. to 8.00 p.m.                                                   | 10 min.                                   |
| 8.00 p.m. to 7.00 p.m.                                                   | 10 min.                                   |
| 7.00 p.m. to 8.10 p.m.                                                   | 10 min.                                   |
| <b>NIGHT CARS on Week Days.</b>                                          |                                           |
| <b>SATURDAYS.</b>                                                        |                                           |
| Extra Cars at 11.45 p.m.                                                 |                                           |
| <b>SPECIAL CARS.</b>                                                     |                                           |
| Arrangement at the Company's Office, Alexandra Building, Des Voeux Road. |                                           |
| <b>JOHN D. HUMPHREYS &amp; SON,</b>                                      |                                           |
| General Managers,                                                        |                                           |
| Hongkong, 3rd Nov. 1911.                                                 |                                           |

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP...\$1,250,000.)

Loans on Mortgage of House Property &c.

Advances made on Merchandise.

Loans made on the Provident System. (Rates and Particulars on application).

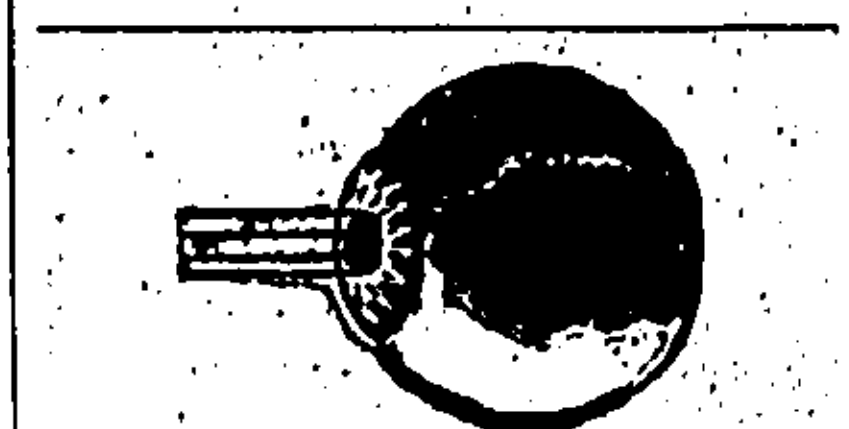
**THE OFFICE OF TRUSTEE, EXECUTOR OF WILL, ATTORNEY, &c.**

Undertaken and Executed.

**SHEWAN, TOMES & CO.**

General Managers.

Hongkong, 19th March, 1909. [14]



## SUN GLASSES.

Any tint made to any prescription. No charge for testing sight. Repairs of all description made by competent workmen.

**N. LAZARUS**  
Ophthalmic Optician,  
1A, D'Aguiar Street,  
Hongkong.

Hongkong, 24th July, 1911. [239]

## BANKS

## HONGKONG AND SHANGHAI BANKING CORPORATION

**PAID-UP CAPITAL**.....\$1,000,000  
**RESERVE FUND**.....\$1,000,000  
**RESERVE LIABILITIES OF PRO.**.....\$1,000,000  
**PROFITS**.....\$1,000,000

**COURT OF DIRECTORS:**  
G. H. Medhurst, Esq., Chairman.  
F. H. Armstrong, Esq., Deputy Chairman.  
W. L. Patterson, Esq., J. L. Loh, Esq.,  
Andrew Forbes, Esq., Hon. Mr. C. H. Row,  
G. F. R. Loh, Esq., H. A. Sieb, Esq.,  
G. H. Loh, Esq.

**CHIEF MANAGER:**  
Hongkong—N. J. STARR.  
**MANAGER:**  
Shanghai—J. E. B. HUNTER.

**LONDON BANKERS—LONDON, COUNTY AND WESTMINSTER BANK LIMITED.**

**HONGKONG—INTEREST ALLOWED:**  
On Current Accounts at the rate of 2 per cent. annum on the daily balance.  
**ON FIXED DEPOSITS:**  
For 3 months, 2 1/2 per cent. per annum.  
For 6 months, 3 per cent. per annum.  
For 12 months, 3 1/2 per cent. per annum.  
N. J. STARR, Chief Manager.

## HONGKONG SAVING BANK.

**TIME BUSINESS of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.** Rules may be obtained on application.

**INTEREST on deposits is allowed at 2 1/2 per cent. per annum at their option.** Deposits of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
N. J. STARR, Chief Manager.

## THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

**HEAD OFFICE:—LONDON.**  
PAID-UP CAPITAL.....£1,200,000  
RESERVE FUND.....£1,200,000  
RESERVE LIABILITIES OF PROPERTIES.....£1,200,000

## YOKOHAMA SPECIE BANK.

Established 1880.

**AUTHORIZED CAPITAL** Yen 48,000,000  
**PAID-UP CAPITAL**.....80,000,000  
**RESERVE FUND**.....17,150,000

**Head Office:—YOKOHAMA.**

Branches and Agencies at:  
Amoy, Canton, Hankow, Hongkong, Kobe, London, Lyons, Shanghai, Singapore, Swatow, Tientsin, Yokohama.

## THE SHIRE LINE OF STEAMERS, LIMITED.

**NOTICE TO CONSIGNEES.**

**FROM EUROPE, via COLOMBO AND STRAITS.**

**THE Steamship**

"PEMBROKESHIRE"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and/or into the Godowns of the Hongkong and Kowloon Wharf and Stevedoring Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 25th inst., at 9 a.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on 28th inst., at 10 a.m. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned.

**HEAD OFFICE:—**  
60, Wall Street, New York.  
**LONDON OFFICE:—**  
36, Bishopsgate.

**LONDON BANKERS:**  
Bank of England.  
NATIONAL PROVINCIAL BANK OF ENGLAND, LTD.  
THE CAPITAL & COUNTING BANK, LIMITED.

## BRANCHES AND AGENTS ALL OVER THE WORLD.

**THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:**

For 12 months 4 per cent. per annum.  
For 6 months 3 1/2 per cent. per annum.  
For 3 months 3 per cent. per annum.  
For 1 month 2 1/2 per cent. per annum.

**GEO. HOGG**  
Manager.  
10, Queen's Road Central,  
Hongkong, 10th Dec. 1911. [144]

## Banks

## DEUTSCH ASIATISCHE BANK.

**CAPITAL FULLY PAID-UP**.....Sh. Tseels 7,500,000  
**HEAD OFFICE:—SHANGHAI.**

**BOARD OF DIRECTORS:—BERLIN.**

**BRANCHES:**  
Calcutta, Canton, Hankow, Kobe, Peking, Singapore, Tientsin, Yokohama.

**LONDON BANKERS:**  
Messrs. N. M. Rothschild & Sons.  
The Union of London and Smith's Bank, Limited.  
DEUTSCH BANK (BERLIN), LONDON AGENTS.

**INTEREST allowed on Current Account DEPOSITS** received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

**R. TIMMERSCHIEDT**  
Manager.  
Hongkong, 9th Oct. 1911. [2]

## THE MERCHANT BANK OF INDIA, LIMITED.

**Authorized Capital**.....£1,000,000  
**Subscribed**.....1,125,000  
**Paid Up**.....562,000  
**Reserve Fund**.....325,000

**HEAD OFFICE:**  
40, Threadneedle Street, London; E.C.

**BRANCHES:**  
Bombay, Calcutta, Hongkong, Kanton, Kobe, London, Lyons, Shanghai, Singapore, Swatow, Tientsin, Yokohama.

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**RESERVE FUND**.....17,150,000

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For 3 months 3 per cent. per annum.  
For 1 month 2 1/2 per cent. per annum.

**GEO. HOGG**  
Manager.  
10, Queen's Road Central,  
Hongkong, 10th Dec. 1911. [144]

## To Sail

## FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking cargo, on Through Bills of Lading to Rangoon, Madras, and Mauritius).

**THE Steamship**

"GREGORY APCAR"

Capt. S. H. Bolton, will be despatched for the above ports on THURSDAY, the 21st inst., at 1 p.m.

For freight or Passage, apply to  
**DAVID SASSOON & CO., LD.**  
Agents.  
Hongkong, 18th Dec. 1911. [1551]

## THE Peninsular &amp; Oriental Steam Navigation Company.

**STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.**

Through Bills of Lading issued for BATAVIA, PERMAN GOLF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

## THE Steamship

"HIMALAYA"

Captain D. C. Grogan, R.N., carrying His Majesty's Mail, will be despatched from this for Bombay, on SATURDAY, the 23rd December, 1911, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Mangolia," 2,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by the s.s. "Persia," due in London on the 3rd February, 1912.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to  
**E. A. HEWETT,**  
Superintendent.  
Hongkong, 16th Dec. 1911. [6]

## Hongkong—Boston &amp; New York.

**AMERICAN-ASIATIC S.S. CO.**

**FOR BOSTON & NEW YORK via PORTS & SUEZ CANAL.**  
(With liberty to call at the Malabar Coast.)

**S.S. "INDRAVELLI"**  
on or about 26th December, 1911.  
For Freight and further information apply to  
**SHEWAN, TOMES & CO.,**  
General Agents.  
Hongkong, 28th Nov. 1911. [1478]

## CHINESE ENGINEERING and MINING COMPANY, LTD.

**CANTON-HONGKONG-TIENTSIN LINE.**

**THE Steamship**

"ONSANG"

will sail on or about the 27th Dec. 1911, taking cargo for Tientsin via China-Wang-Tao.

For Freight and Passage apply to  
**THE CHINESE ENGINEERING & MINING CO., LTD.**  
General Agents.  
DORCHESTER, ENGLAND.  
Hongkong, 18th Dec. 1911. [1488]



